

**A82 Achintore Road**  
**VRS and Embankment Widening**  
**F109 Environmental Screening**  
**February 2024**



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A82 Achintore Road - VRS and Widening	
Document:	Form #109 Environmental Screening
Issue:	#5
Related to:	All Contracts



## Document Control Sheet

<b>Report Title</b>	A82 Achintore Road VRS and Widening Environmental Screening
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<b>Scheme Reference</b>	23-NW-0309-14
<b>Scheme Element</b>	E-23-NW-16194-E
<b>Design Team</b>	Minor Improvements
<b>Scheme Designer</b>	Calvin Sharp

### Document Approvals

	Name	Organisation	Signature	Date
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### Revision Status

Revision No.	Date	Revision Details	Authorised By
1.0	12/02/2024	First Issue	Ieva Karklina

### Document Distribution

Reference	Name of Holder
1	Calvin Sharp (BEAR Scotland)

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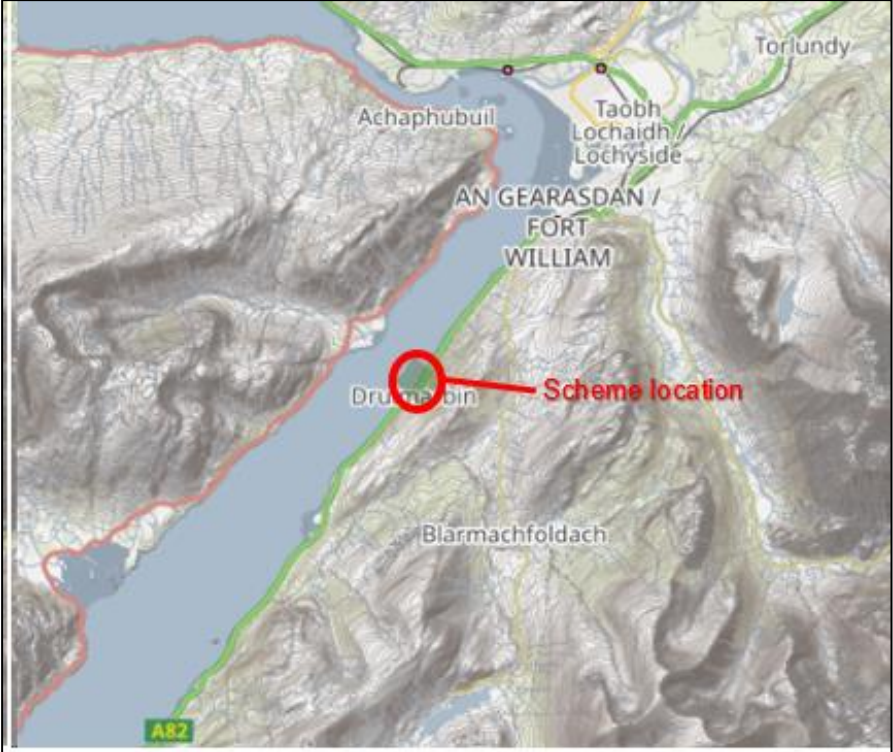
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## Scheme Details

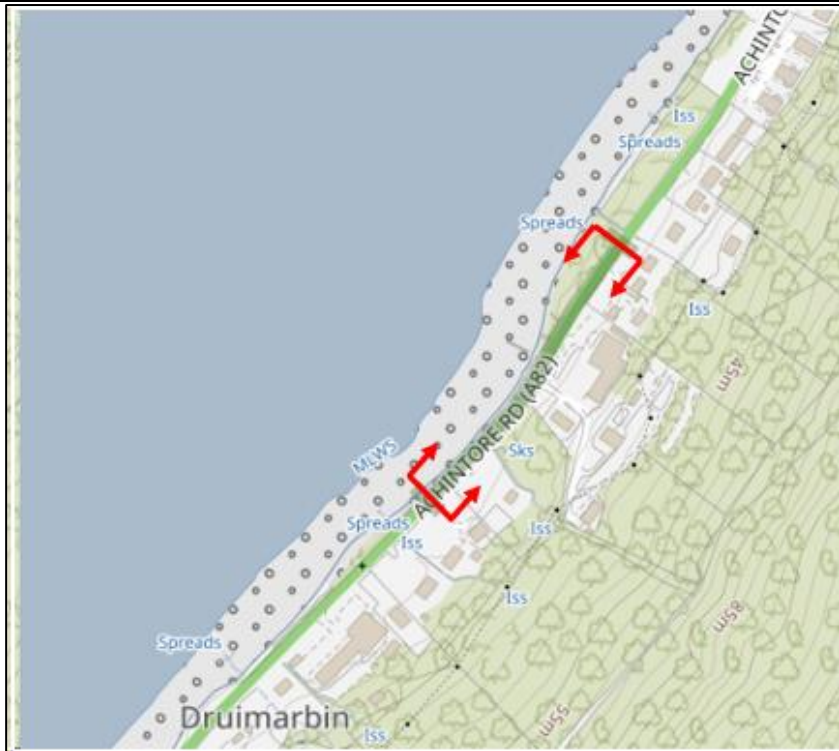
<b>Scheme Name</b>	A82 Achintore Road – embankment widening, VRS replacement and footway widening.	
<b>Scheme Reference</b>	23-NW-0309-14	
<b>Environmental Element</b>	E-23-NW-16194-E	
<b>Scheme Designer / Contact</b>	Calvin Sharp	
<b>Design Team</b>	Minor Improvements	
<b>Programme</b>	Programmed to start next Financial Year (2024/25). Anticipated to take up to 8 weeks to complete.	
<b>Works Contract</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Estimated Scheme Value</b>	£200,000	
<b>Scheme Area</b>	Approximately 0.6 Ha (6000m <sup>2</sup> )	
<b>Scheme Length</b>	300m	
<b>Scheme Location</b>	<p>The scheme is located on a stretch of the A82 carriageway on the southern boundary of Fort William, within the Highland Council.</p> 	

**Figure 1. Scheme Location**

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**Figure 2. Scheme Extent**

### Grid Reference

NN 08175 71395 (South end)  
NN 08293 71561 (North end)

### Proposed Works

Works will involve widening of the existing embankment by utilising rock armour, laid on a geotextile, and keyed into existing bedrock present on the shore which will provide a suitable footing.

The existing footway will be widened to 2m width, and the vehicle restraint system (VRS) will be replaced as part of the works.

Vegetation clearance will be required on the embankment/verge. This contains Japanese knotweed (*Fallopia japonica*) so will need to be disposed of as special waste.

Works will also be required below the mean high-water springs (MHWS), therefore it will be necessary to apply for a Marine Licence.

### Need for the Works

Replace substandard VRS and footway.

### Site Compound / Site Access

TBC

### Traffic Management (TM)

Temporary traffic signals with single lane closure. TM anticipated to be required 24h Monday – Sunday.

Footway restrictions will be in place.

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# 1. Initial Environmental Impact Assessment Screening

## Screening for Record of Determination

Under the [Roads \(Scotland\) Act 1984 \(Environmental Impact Assessment\) Regulations 2017](#) (RSA EIA Regulations), all planned schemes undertaken by BEAR Scotland are required to be screened to determine if they require an Environmental Impact Assessment (EIA).

The below forms an initial screening exercise to determine if the scheme is a 'Relevant Project'. If the scheme is a relevant project, then a Record of Determination (RoD) will be undertaken to determine if an EIA is required. If the scheme is not a relevant project, then no further screening for EIA is required.

### Is the proposed scheme a 'Project'?

A 'Project' is defined as a scheme that sits within Annex II of the [EIA Directive](#) and meets the threshold<sup>1</sup> for assessment of environmental effects for road improvement projects in the [RSA EIA Regulations](#).

Yes

No

If 'Yes', then continue with the remainder of this initial screening. If 'No', then no further screening is required.

### Does the project have an area of works that exceeds one hectare?

The area of works is defined as the works area, as well as any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction. The area of works does not include traffic management.

Yes

No

### Is the project located wholly or in part in a 'Sensitive Area'?

A sensitive area is defined as one of the following: Site of Special Scientific Interest (SSSI), areas subject to a Nature Conservation Order (NCO), European Sites (Special Areas of Conservation (SAC) and / or Special Protection Areas (SPA)), World Heritage Sites, Scheduled Monuments, National Scenic Areas (NSA), or National Parks.

Yes

No

If 'Yes', please provide details of the sensitive area<sup>2</sup>.

### Is the proposed scheme a 'Relevant Project'?

A 'Relevant Project' is defined as a project where the area of works exceeds one 1 hectare and / or is situated in whole or in part within a sensitive area (i.e. if either of the previous two questions have been answered 'Yes').

Yes

No

If 'Yes', then a F113 Record of Determination must be completed and issued to Transport Scotland for approval and publishing. If 'No', then no further screening for EIA is required.

The requirement for an F902 Environmental Review Report (ERR) will be determined during the completion of the F113 Record of Determination.

<sup>1</sup> "The doing of anything for the benefit of road users, or any class of road users, beyond that which is essential to placing the road in a proper state of repair, and includes the improvement of the amenity (a) of the road; and (b) of land abutting on, or adjacent to, the road."

<sup>2</sup> If 'Yes' and the sensitive area is a European Site, then this will also be covered in Section 3 Initial Habitats Regulations Appraisal Screening below.

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## 2. Initial Habitats Regulations Appraisal Screening

Under the [Conservation \(Natural Habitats, &c.\) Regulations 1994](#) all schemes are required to be screened for potential effects on European Sites. The [Design Manual for Roads and Bridges \(DMRB\) LA 115](#) provides guidance on how Habitats Regulations Appraisal (HRA) is to be undertaken for trunk road schemes.

The below forms an initial screening exercise to identify if the scheme is located within proximity to, or has ecological connectivity to, any European Sites and if the proposed works carry the potential to cause Likely Significant Effects (LSE). If potential for LSE is identified, then a F565 HRA Proforma will be completed separately to assess the impacts to the European Sites. If there is no potential for LSE identified, then no further screening is required under HRA.

### 2.1. Identification of European Sites

Identification of European Sites		
<p><b>Does the proposed scheme meet any of the following criteria?</b></p> <ul style="list-style-type: none"> <li>Located within any Special Area of Conservation (SAC), Special Protection Area (SPA), or Ramsar site<sup>3</sup>;</li> <li>Located ≤ 2km of any SAC, SPA, or Ramsar site; or</li> <li>Crosses or lies adjacent to, upstream of, or downstream of, a watercourse which is designated in part or wholly as a European Site.</li> </ul>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p><b>Does the proposed scheme have ecological connectivity with any European Sites outwith the above criteria?</b></p> <p>Consideration should be given to NatureScot's <a href="#">Assessing Connectivity with Special Protection Areas</a> guidance document.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p>If 'Yes' to either of the above questions, then complete '2.2. Identification of Potential Effects on European Sites'. If 'No' to both of the above questions, then no further screening with regards to HRA is required.</p>		

### 2.2. Identification of Potential Effects on European Sites

Identification of Potential Effects on European Sites		
<p>As required by <a href="#">DMRB LA 115</a>, all schemes where a 'Potential Effect on European Sites' is identified, must undergo an appropriate level of screening to identify if the proposed scheme carries the potential to cause Likely Significant Effects (LSE) to the European Site(s) in question.</p> <p>The below will constitute an initial screening to determine if the scheme carries the potential to cause LSE on the European Sites identified in '2.1 Identification of European Sites'.</p>		
<b>Site Name &amp; NatureScot Site Code:</b>		
<b>Qualifying interests of European site:</b>		
<b>Distance of European site from / connectivity to the proposed scheme:</b>		
<p><b>Does the proposed scheme carry the potential to cause Likely Significant Effects (LSE) to the above European Site(s)<sup>4</sup>?</b></p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No

<sup>3</sup> This includes candidate SAC (cSAC), provisional SAC (pSAC), and provisional SPA (pSPA).

<sup>4</sup> Note: This initial screening is an assessment as to whether there is a potential for LSE, as opposed to the F565 HRA Proforma which will determine if LSE will occur or not.

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### Provide justification for the above assessment:

The following key factors should be taken into consideration when making this assessment:

- Nature, location, programming and duration of the proposed scheme.
- Qualifying interests of the European Site and their likelihood to be affected by the proposed scheme.
- Any relevant consultation from a Statutory Environment Body (NatureScot).

If 'Yes', then a F565 Habitat Regulations Appraisal (HRA) Proforma must be completed. If 'No', then no further screening with regards to HRA is required.

## 3. Screening for Required NMC Contractual Processes

### Screening for Site Waste Management Plan, Project Carbon Tool & Material Sourcing Feasibility Report

Under the Network Management Contract for both the North West Unit and South East Unit, additional environmental obligations are placed on schemes that meet certain criteria<sup>5</sup>. The below forms a screening to determine if the works require a Site Waste Management Plan, Project Carbon Tool or Material Sourcing Feasibility Report.

<p><b>Does the proposed scheme have an estimated bid value greater than £350,000?</b></p> <p>If 'Yes', then a Site Waste Management Plan must be completed in line with BEAR Procedure 94.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p><b>Is the proposed scheme a works contract?</b></p> <p>If 'Yes', then Transport Scotland's Project Carbon Tool must be completed throughout the project.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<p><b>Is the proposed scheme a works contract with an estimated bid value greater than £100,000?</b></p> <p>If 'Yes', then a Material Sourcing Feasibility Report must be completed, which shall assess the feasibility of sourcing at least 20% of the materials required for the scheme from recycled, secondary or re-used sources. The Material Sourcing Feasibility Report is to be issued to Transport Scotland on completion.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

<sup>5</sup> This section of the report is not required to be completed for schemes undertaken under the A92 DBFO or M80 DBFO.



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## 4. Initial Environmental Screening

### 4.1. Environmental Baseline

Environmental Baseline	
<p>The below section provides a high-level summary of the environmental baseline, in line with guidance from the <a href="#">DMRB Environment and Sustainability Discipline</a>, of the proposed works area, providing information on relevant environmental and ecological constraints. Information is collated from multiple sources, including online resources and information held by BEAR Scotland (i.e. inventory from Transport Scotland's Asset Management Performance System (AMPS), information from ecological surveys, etc.).</p> <p>The study area for the environmental baseline is defined as the surrounding environment over which effects from the proposed scheme are reasonably thought to occur, taking into account cumulative effects. Where not otherwise stated, this is typically considered to be a minimum of 300m from the proposed scheme.</p>	
<b>Air Quality</b>	<p>The scheme does not fall within any <a href="#">Air Quality Management Areas</a> AQMAs which have been declared by Highland Council.</p> <p>The nearest registered air emission site on the <a href="#">Scottish Pollutant Release Inventory</a> (SPRI) is located within 5km northeast of the scheme within Fort William; Liberty Lochaber Aluminium, Lochaber Smelter. Recorded pollutants at these sites include carbon dioxide, fluorine, particulate matter, perfluorocarbons, and sulphur oxides.</p> <p>Baseline air quality is likely to be primarily influenced by traffic along the A82 carriageway, with secondary sources likely to arise from urban activities associated with nearby Fort William.</p>
<b>Cultural Heritage</b>	<p>According to <a href="#">Pastmap</a>, two features recorded on both the Canmore and Historic Environment Record (HER) databases are found within 300m of the scheme. The closest of these pertains to 'Fort William - Glencoe Military Road' (HER and Canmore), which falls within the A82 carriageway boundary at the scheme extent. No features within these recorded Canmore/HERs have been assigned designated status.</p> <p>There are no Listed Buildings, Scheduled Monuments, Garden &amp; Designed Landscapes, Conservation Areas, World Heritage Sites, or Inventory Battlefields identified within 300m of the scheme.</p>
<b>Landscape and Visual Effects</b>	<p>The scheme is located on the A82 carriageway at Upper Achintore, on the southern periphery of Fort William within the Highland Council. The A82 carriageway within the scheme is flanked by a row of residential and commercial properties (including landscaped gardens) to the east, and by Loch Linnhe to the west.</p> <p>The scheme is not located within an area designated for landscape character or quality, such as a National Park or National Scenic Area (<a href="#">NatureScot</a>).</p> <p>Loch Linnhe, which is parallel to the A82 carriageway for the full scheme extent, provides a major landscape feature within the local environment. Works will be undertaken on the sea wall and VRS adjacent to the A82 carriageway, within direct lines of sight between Loch Linnhe and several properties on the southbound carriageway.</p> <p>Nearby visual receptors include the following:</p> <ul style="list-style-type: none"> <li>• Residential properties within Fort William and adjacent to the scheme.</li> <li>• Users of the A82 carriageway which travels adjacent to the area of works.</li> <li>• Pedestrians and non-motorised users of the A82 carriageway and adjacent footpaths.</li> </ul>

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	<p>The <a href="#">Landscape Character Type</a> (LCT) within the scheme extent is recorded as Lochs with Settled Edges (LCT No. 234).</p> <p>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, including at the scheme extent, with some lengths of '2+1' carriageway.</p>
<b>Biodiversity</b>	<p>Ach an Todhair Site of Special Scientific Interest (SSSI) is located 100m east of the A82 carriageway at the scheme extent, at its closest point (<a href="#">NatureScot</a>). This SSSI is designated for presence of upland assemblage and upland mixed ash woodland. Invasive species are recorded as a negative pressure for both of these features.</p> <p>The <a href="#">National Biodiversity Network</a> (NBN) Atlas has record of the following protected terrestrial and semi-aquatic mammal species within 2 km of the scheme during the past ten years. Only records with open-use attributions (OGL, CCO, CC-BY) were included in the search criteria.</p> <ul style="list-style-type: none"><li>• Common pipistrelle (<i>Pipistrellus pipistrellus</i>)</li><li>• Soprano pipistrelle (<i>Pipistrellus pygmaeus</i>)</li><li>• Otter (<i>Lutra lutra</i>)</li><li>• Red squirrel (<i>Sciurus vulgaris</i>)</li></ul> <p>Additionally, several bird species were also recorded on NBN within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.</p> <p>Multiple growths of Japanese knotweed (<i>Fallopia japonica</i>), an invasive non-native species (INNS), have been recorded on the NBN Atlas throughout the scheme extent. These growths are found predominantly on the Loch Linnhe shoreline on the northbound carriageway verge; however some growths are also recorded within the southbound A82 carriageway verge.</p> <p>Habitats surrounding the scheme comprise coastal shoreline and brackish/transitional waters to the west (as provided by Loch Linnhe) and large areas of woodland to the east, located beyond the row of residential/commercial properties (approx. 40m east of the A82 carriageway). Areas of scrub are located along the shoreline, adjacent to the northbound carriageway.</p> <p>Baseline survey data is not available for this location. It is possible that nearby trees and shrub provide suitable habitat for red squirrel and breeding birds during the breeding period (March – August inclusive), and the shoreline will likely provide suitable foraging habitat for otter. Trees, and some buildings in proximity to the scheme, may also contain suitable features for roosting bats.</p> <p>An area of woodland listed on the <a href="#">Ancient Woodland Inventory</a> (AWI) as 'Ancient (of semi-natural origin)' is located approximately 50m east of the A82 carriageway.</p> <p>No <a href="#">Tree Preservation Orders</a> (TPO) are located within 300m of the scheme.</p>
<b>Geology and Soils</b>	<p>The scheme does not lie within a Geological Conservation Review Site (GCRS), or within a geologically designated Site of Special Scientific Interest (SSSI) (<a href="#">NatureScot</a>).</p>

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	<p>Bedrock within the scheme extent is comprised of 'Fort William Formation' (micaceous psammite and semipelite), which is a metamorphic bedrock, and superficial deposits are recorded as sedimentary hummocky (moundy) glacial deposits (diamicton, sand and gravel) (<a href="#">BGS Geology Viewer</a>).</p> <p>The local soil type is recorded as peaty gleys (<a href="#">Scotlands Environment Map</a>).</p> <p>The scheme is located within a 'Class 5' category of carbon and peatland importance, which is a peat soil type, however no peatland habitat is recorded (<a href="#">Scotland's Environment Map</a>).</p>
<p><b>Noise and Vibration</b></p>	<p>The A82 carriageway within the scheme is flanked by a row of residential and commercial properties to the east. The closest property is located 30m from the scheme and features little screening from the works area.</p> <p>The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the <a href="#">Transportation Noise Action Plan</a> (Road Maps).</p> <p>No <a href="#">noise modelled data</a> is available for the scheme extent. Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82 carriageway.</p> <p>In 2022, the average annual daily flow (<a href="#">AADF</a>) of traffic was recorded at a count point on the A82 carriageway 2.5km north of the scheme and accounted for 10,734 vehicles of which 4.9% were heavy goods vehicles (HGVs).</p>
<p><b>Population and Human Health</b></p>	<p>Several residential and commercial properties are located within proximity of the scheme, as outlined above. Access to a number of properties is gained from the A82 carriageway within the scheme extent.</p> <p>A paved footway is located within the northbound verge for the full scheme extent. There are no <a href="#">core paths</a>, National Cycle Network (<a href="#">NCN</a>) routes, or walking routes as listed on <a href="#">WalkHighlands</a> within the scheme extents.</p> <p>A parking layby is located on the northbound A82 carriageway at the southern scheme extent.</p>
<p><b>Road Drainage and the Water Environment</b></p>	<p>The scheme lies approximately 10m east of Loch Linnhe (North) (ID: 200089), a transitional waterbody, which has been classified by the Scottish Environment Protection Agency (<a href="#">SEPA</a>) under the Water Framework Directive 2000/60/EC (WFD) in 2022 as having 'good' overall status.</p> <p>One minor, unclassified waterbody (potentially field drain) is culverted below the A82 carriageway within the scheme extent, outflowing into Loch Linnhe. Several other minor watercourses/drains are located within 300m of the scheme.</p> <p>The scheme falls within the Kinlochleven groundwater body (ID: 150684), which has been classified by SEPA in 2022 as having 'Good' overall condition. Kinlochleven groundwater body is also designated as a Drinking Water Protected Area (Ground) (<a href="#">DWPA</a>).</p>

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### 4.2. Screening for Site Visits and Environmental Licencing / Consenting

Screening for Site Visits and Environmental Licencing / Consenting			
The below section provides a high-level screening exercise, which determines if a site visit is required to be undertaken and if there is, or is potential for, environmental licences or consents being required.			
<b>Are any site visits determined as being required?</b>  Justification for decision to be provided.	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
	Site visit comprising a preliminary ecological appraisal (PEA) and a preliminary roost assessment (PRA) to be undertaken to determine presence of any protected species, and any subsequent licencing requirements.		
<b>Are any environmental licences or consents required?</b>  Justification for decision to be provided.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Further Assessment / Consultation Required
	Any protected species licencing will be determined following site visit.  Works will be required below the MHWS therefore it will be necessary to apply for a Marine Licence.		

### 4.3. Environmental Screening

Initial Environmental Screening	
The below section provides a high-level screening exercise, which determines, in line with BEAR Scotland's Procedure 057 and the <a href="#">DMRB Environment and Sustainability Discipline</a> , the appropriate level of environmental assessment which is required.	
<b>F109 Environmental Screening (ES)</b>  Required for all schemes.	<input checked="" type="checkbox"/> Required
<b>F111 Environmental Summary Report (ESR)</b>  Required for schemes which are a non-relevant project (refer to Section 2.1 Initial Environmental Impact Assessment Screening).  Screened in for schemes that are not a project (refer to Section 2.1 Initial Environmental Impact Assessment Screening), but require additional assessment to allow appropriate and proportionate assessment of potential impacts (i.e., schemes that are not a project that require a site visit and / or environmental licencing / consenting).  If ' <b>Screened In</b> ', then provide justification below.	<input checked="" type="checkbox"/> Required
	<input type="checkbox"/> Screened In
This scheme is a non-relevant project; ESR required.	
<b>F113 Record of Determination (RoD)</b>  Required for schemes which are a relevant project (refer to Section 2.1 Initial Environmental Impact Assessment Screening).  The requirement for an F902 Environmental Review Report (ERR) will be determined during the completion of the F113 Record of Determination.	<input type="checkbox"/> Required
<b>F114 Site Environmental Management Plan (SEMP)</b>  Required for all schemes.	<input checked="" type="checkbox"/> Required