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Environmental Impact Assessment Record of Determination

A828 Resurfacing, South Ballachulish Roundabout

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on the A828 trunk road south Ballachulish Roundabout. The scheme has a length of 284m and an area of 0.181ha. Carriageway resurfacing will involve the milling out and replacement of bituminous material across both lanes of the scheme. Following the resurfacing works, road markings and studs will be reinstated.

The main plant for the proposed works will include pavers, planers, excavators, and rollers. Heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

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

The works are currently programmed for delivery within the 2026-2027 financial year, starting on the 26/10/2026. The scheme will run for 5 nights, with night-time working hours (19:00-06:00). Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic Management (TM) will consist of single lane closure with 10mph convoy during the hours 09:00-06:00. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8 (Traffic signs manual chapter 8). Access to junctions and private roads will be maintained where required. Site access and plant storage will be located within TM. If the programme changes, this may result in amendment to the exact TM requirements.

Location

The scheme is located along a stretch of the A828 carriageway, 2.5km west of Ballachulish, within the Highland Council administrative area (Figure 1).

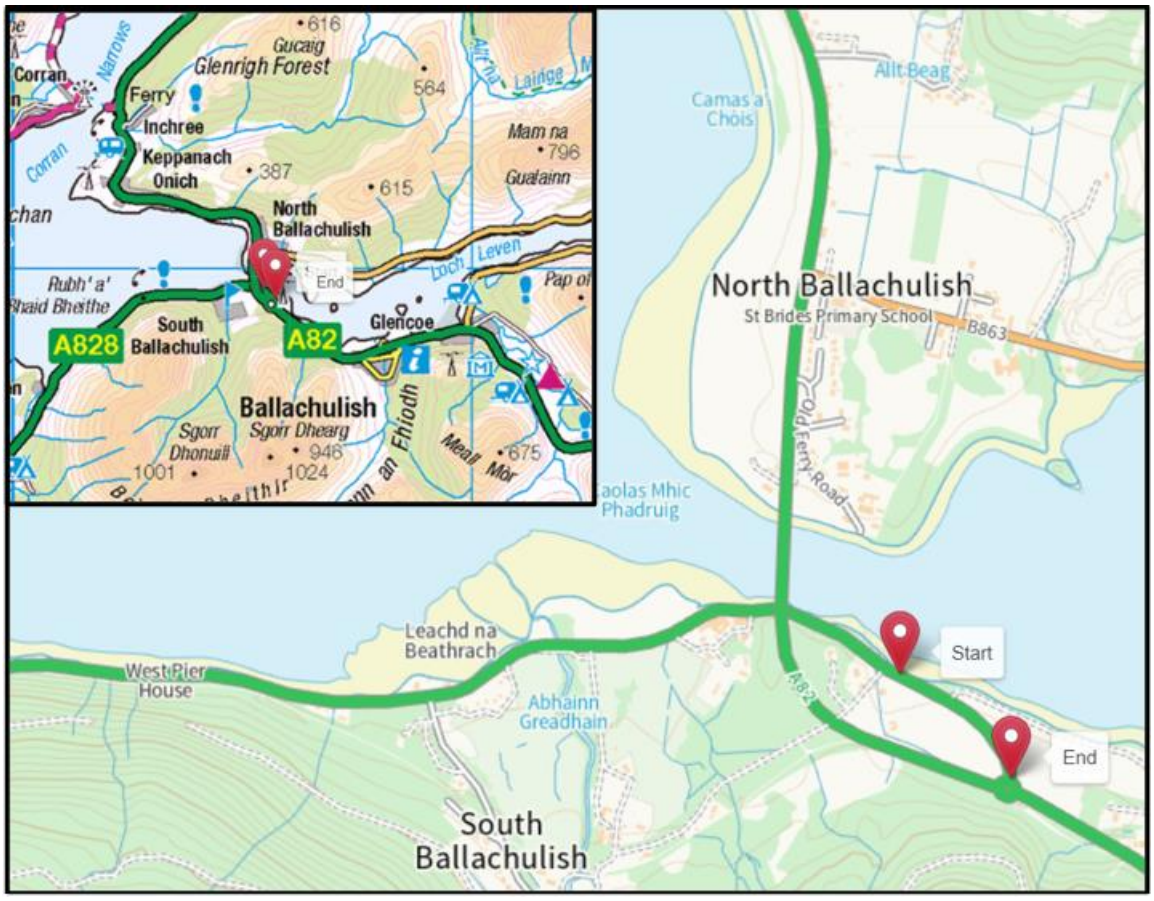


Figure 1. Scheme extents

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 sites located within 10km of the scheme. (Scottish Air Quality).

There are no air pollutant release sites registered on the Scottish Pollutant Release Inventory (SPRI) located within 10km of the scheme (Scottish Pollutant Release Inventory).

Due to the rural location of the scheme, air quality is likely good, with baseline air quality mainly influenced by vehicles travelling along the A828 trunk road. Secondary sources are likely derived from land management activities in the wider area.

Cultural heritage

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

Of lesser Cultural Heritage importance, there is one National Record of the Historic Environment (NRHE) that lies within 300m of the scheme extents. Ballachulish Ferry Station (ID:105466) is located 240m from the scheme extents.

As the works are restricted to the engineered ground of the A828 trunk road boundary and there are no Cultural Heritage features within the scheme extents, there is negligible potential for cultural heritage impacts as a result of the proposed works. Furthermore, construction of the A828 is likely to have removed any archaeological remains that may have been present within the area. Therefore, this receptor is not considered further in this Record of Determination (RoD).

Landscape and visual effects

The scheme is located within the Ben Nevis and Glen Coe National Scenic Area (NSA) (SiteLink). The special qualities of this NSA are listed as:

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

The scheme is not located within any further site designated for its landscape character and quality, such as a National Park (NP) (SiteLink).

The Landscape Character Type (LCT 234) within the scheme extents is recorded as ‘Lochs with Settled Edges’, which has the following key characteristics:

- Flat landscape contained between steep loch sides and open water.

- Extensive agriculture and settlement confined within a narrow lochside fringe, whose foreshore is subject to tidal influence.
- Loch heads and river mouths that permit more extensive farming and built development, including housing and small industrial estates.
- Communications confined to narrow loch edges where shingly beaches, rocky headlands, wooded banks and marshy platforms form a diverse water's edge.
- Extensive tracts of oak-birch woodland climbing from the lochside up into the foothills, often engulfing the settled edge and providing an enclosed microlandscape.
- Dense commercial forests descend to loch shore in some locations.
- Occasional policy grounds of big houses along the loch edge give rise to a proliferation of rhododendron and other ornamentals in some places, providing a lush and sheltered character.
- Linearly arranged crofting communities with vivid green croft fields contrast with the more subdued duller colours of surrounding hills

Land use (HLAmap) within 300m of the scheme extent is classified as a combination of managed woodland, urban area, rectilinear fields and farms, and rough grazing.

The land surrounding the trunk road throughout thescheme extents is classified as 6.3 – (‘Land capable of use as rough grazing with low quality plants’) (Scotland's Soils).

The A828 Trunk Road connects Connel with South Ballachulish. It commences at the A828 / A85 junction in Connel leading generally north-eastwards for a distance of 51 kilometres to its junction with the A82 in South Ballachulish. The A828 is a single carriageway along its length.

Biodiversity

The Glen Etive and Glen Fyne Special Protection Area (SPA) (NatureScot Site Code: 10113) lies 320m south of the scheme extent.

The Onich to North Ballachulish Woods Special Area of Conservation (SAC) (ID:8637) lies 1km to the north of the scheme extents.

A Habitats Regulations Appraisal (HRA) has been completed to assess the effects of the works on the qualifying features of the above European sites. Refer to the Biodiversity Impacts and Mitigation section below.

Onich to North Ballachulish Woods and Shore Site of Special Scientific Interest (SSSI; NatureScot site code 10104) overlaps Onich to North Ballachulish Woods SAC approximately 1km from the scheme.

No other locally or nationally designated sites with biodiversity features (such as Local Nature Reserves or National Nature Reserves) are located within 300m of the scheme (SiteLink).

Numerous records of bird species were also returned within 2km of the works under the same search criteria. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

A search of NBN Atlas identified one record of injurious plant species (as listed in the Network Management Contract (NMC)) using the same search criteria:

- Rhododendron (*Rhododendron ponticum*)
- Spear thistle (*Cirsium vulgare*)
- Creeping thistle (*Cirsium arvense*)
- Curled dock (*Rumex crispus*)
- Common ragwort (*Jacobaea vulgaris*)

A search of Transport Scotland's Asset Management Performance System (AMPS) returned two records of invasive and injurious plant species (as listed in the NMC) within 300m of the scheme. Both are recorded as rosebay willowherb (*Chamaenerion angustifolium*).

Habitat immediately bordering the trunk road tends to be of low intrinsic value because the existing road verge is subject to cyclic maintenance (e.g., grass cutting, weed control, tree and shrub cut-back, etc.). The roadside verges therefore comprise a homogenous species-poor semi-improved grassland alongside dense shrub and woodland shelterbelt. Roadside vegetation generally offers low ecological habitat value due to its limited scale, fragmented nature and high potential for disturbance owing to cyclic trunk road landscape maintenance, and the proximity of the trunk road (with its moderate-flowing traffic). The presence of the trunk road also restricts continuity of, and connectivity between, habitats for species on either side of the trunk road boundary.

There is one area of woodland listed on the Ancient Woodland Inventory Scotland classified as ancient (of semi-natural origin) located 250m east of the scheme extent.

According to the Highland Council, there are no areas of trees or individual trees covered by a Tree Preservation Order (TPO) located within 300m of the scheme (Highland Tree Preservation Orders).

As works are restricted to the A828 trunk road boundary, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance.

Therefore, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The A828 within the scheme extents is not located within a Geological Conservation Review Site (GCRS) or geological SSSI and there are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents.

Bedrock geology (BGS Geology Viewer) within the scheme consists of:

- Ballachulish Pluton-Quartz-diorite
- Leven Schist Formation-Semipelite, quartzite and pelite.

Superficial deposits (BGS Geology Viewer) within the scheme consists of:

- Raised marine deposits, Devensian-Gravel, sand and silt

Soils within the scheme are recorded as being of Carbon and Peatland 'Class 0 and Class 5'. 'Class 0' is associated with mineral-rich soils, with no peat or peatland vegetation. 'Class 5', class is associated with soil information takes precedence over vegetation data. No peatland habitat recorded. May also include areas of bare soil. Soils are carbon-rich and deep peat (Carbon and Peatland Map).

Material assets and waste

The proposed works are necessary to replace the worn surface, complete some structural maintenance, and reinstate 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 be removed planings from the surface course, which will be treated in line with the Scottish Environment Protection Agency's (SEPA) Low Risk Waste Activity (LRWA) 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.

Coal tar has not been identified on site and there is no requirement for a site compound. Storage of plant and equipment will be within the TM on the A828 carriageway.

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

Noise and vibration

Works are not located within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan.

Scottish Noise Mapping indicates average noise level during the day, evening and night (L_{DEN}) ranges between 58 and 69dB within the A828 and its associated verges (Scotland's Noise Map).

Given the rural nature found within the scheme, it is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A828.

Population and human health

There are seven residential properties located within 300m of the scheme, with the closest lying 40m from the carriageway. No commercial properties, bus stops or paved pedestrian footpaths are present within 300m of the scheme. There is one access layby and no street lighting present within the scheme extent.

National Cycle Network Route 78 (NCN) and one Core Path (Kentallen - Ballachulish Bridge – Glencoe Village constructed tarred track; Core Paths Highland Council) are located within 300m of the scheme extent. Both follow the A82 from the roundabout where it joins the A828 at the eastern end of the scheme extent.

Transport Scotland's manual data counter (Site name ATC01068) located approximately 1km east from the scheme, recorded an annual daily total (ADT) of 2,900 motor vehicles in 2025, of which 16.7% were Heavy Goods Vehicles (HGVs).

TM for the scheme will consist of a single lane closure with 10mph convoy during construction hours 19:00-06:00.

According to Scottish Road Works, there are no other works scheduled within 300m of the scheme for the planned duration.

Road drainage and the water environment

The A828 within the scheme extent is located along Loch Leven (ID: 200080), which is located 30m north of the scheme extent at the nearest point. It is a transitional waterbody in the Scotland river basin district and has been classified by SEPA in

2024 under the Water Framework Directive 2000/60/EC (WFD) as having an overall status of ‘Good’ (SEPA).

‘Kinlochleven’ (ID 200080) is a groundwater body, in the Scotland River basin district, which underlies the scheme. It was given an overall status of ‘good’ in 2024 by SEPA under the WFD (Water Classification Hub).

Unclassified surface waterbodies and/or culverted drainage may be present within 300m of the scheme.

The scheme falls within areas that have a high likelihood of river and surface water and small watercourse flooding each year (10% chance of flooding each year SEPA Flood Maps).

Climate

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

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

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

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to the above noted legally binding target of net-

zero by 2045. Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland).

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust and particulate matter generated by resurfacing operations, as well as exhaust emissions from transportation of materials, the presence of construction traffic and vehicles idling. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- 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.
- Construction plant and machinery will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be 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 exist.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the works.

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.

Landscape and visual effects

There will be a temporary, short-term impact on the landscape character and visual amenity of the sites as a result of the presence of construction plant, vehicles, and TM. The scheme is also within the Ben Nevis and Glen Coe NSA.

However, people, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground on the A828, and construction works are programmed to be of short duration (5 nights in total), undertaken between the hours of 19:00 and 06:00. There are 7 residential properties, however there are no commercial properties, bus stops or paved pedestrian footpaths located within 300m of the scheme. As such, the visual impact of the works will be minimal. Upon completion of the works, no residual impacts are anticipated. When complete, the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

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, minimising the landscape and visual effects as much as possible.

- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

The scheme is located approximately 320m from the Glen Etive and Glen Fyne SPA and approximately 1km from Onich to North Ballachulish Woods SAC and its component SSSI. Connectivity between the scheme and the SAC is highly limited due to the distance and the immobile nature of the qualifying habitats. However, species associated with the SPA are highly mobile and may be present in proximity to the works. Consequently, ecological connectivity was identified and a HRA was completed to assess impacts of the works on these sites. The HRA concluded that there would be no Likely Significant Effects (LSE) on the qualifying features of the SAC or SPA as a result of the proposed works based on the following factors:

- No works will take place within the boundary of the designated sites and no in-water works are required.
- Intervening woodland and topography are present between the scheme and the sites, providing acoustic and visual barriers to works.
- Areas within proximity to the scheme are suitable for nesting and foraging. Therefore works will be restricted to outside of the breeding season (February to august).
- Works are restricted to the A828 trunk road boundary, will be of short duration, and will move progressively along the full scheme extent.
- Standard working practices to prevent pollution events from construction works will be in place.
- Standard measures to reduce noise and lighting will be implemented during construction.

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 an increase in noise and visual disturbance. However, works are restricted to the A828 carriageway and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in

the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A828 and the scheme is of short duration and will be conducted during night-time hours. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

A search of Transport Scotland's Asset Management Performance System (AMPS) identified several records of INNS in the area of the scheme. However, no vegetation clearance is required, and works are restricted to the carriageway boundary with no or minimal access to road verges required. As such, it is unlikely that any injurious or invasive plant species will be encountered during the works.

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. The following mitigation measures will be in place to minimise impacts on biodiversity features in the area:

- No in-water works or discharges into the water environment will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species, throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- Artificial lighting (where required) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified on site, all works within 30m of the nest will stop until the BEAR Scotland NW Environment Team can provide advice.
- A 'soft-start' will be implemented on site each night. 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.

Taking into account the nature and scale of the works and the good site practice mitigation measures which will be adopted during the works, it is anticipated that any biodiversity effects associated with the proposed works will not be significant. This receptor is not considered further in this RoD.

Geology and soils

The works will be restricted to engineered ground within the A828 the trunk road boundary and not include verge works. The scheme is not located within a GCRS or geological SSSI. In addition, the following measures will be in place:

- Excavation will be restricted to the made ground of the A828 carriageway.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in the ‘Road drainage and the water environment’ section will be adhered to during construction.

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

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.

- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- All waste stored on site will be adequately protected against the elements.
- 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.
- All road planings will be treated in line with LRWA 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.
- 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).
- 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. Works will be conducted during night-time hours (19:00 to 06:00) and there are 7 residential properties within 300m of the scheme,

with the closest located approximately 40m from works. However, the works are not located within a CNMA or CQA and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Works will be of short duration and will move progressively along the full scheme extent. In addition, affected local residents and the Environmental Health Officer (EHO) for the Highland Council will be notified prior to works commencing.

The road surface is in a poor condition with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, 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 that are likely to be 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 Highland council EHO 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.
- Where possible and where works will take place within 300m of residential properties and other sensitive receptors, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- 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 have the potential to have temporary adverse impacts on local residents, vehicle travellers, visitors to the area, and NMUs as a result of construction presence and associated delays due to the TM measures. However, the works are temporary, short-term, and will be carried out at night when traffic levels are lower. In addition, the A828 will not be fully closed during works.

Although no significant congestion issues are noted during the proposed construction hours, increased journey times may occur due to TM measures. However, these are considered insignificant considering the relatively low traffic counts in the area. Road users will also be informed of the works through media release which will provide details of construction dates and times. Additionally, local access will be granted as required.

There are several residential properties located within 300m of the scheme, the nearest of which is situated approximately 40m from the scheme. As such, there is potential for disturbance from noise and vibration. However, with the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.
- The Toolbox Talk TTN-042 ‘Being a Good Neighbour’ will be briefed prior to the works commencing.
- Local access will be granted where required.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR’s social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within proximity to watercourses 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 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 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 Environmental Authorisations (Scotland) Regulations 2018 (EASR) for works in or near water will be detailed in the SEMP and adhered to on site.
- No in-water works or discharges into any watercourses or drainage systems are permitted.
- Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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 will be visually checked to ensure that they have not become blocked as a result of the works.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.

- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground/stone around the site of a spill will be removed, double bagged and taken off site as special waste.
- Generators and static plant may have the potential to leak fuel and/or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.
- All storage of hazardous materials utilised 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.

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 works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- BEAR Scotland will adhere to its Carbon Management Policy.
- All mitigation measures detailed within ‘Air Quality’ and ‘Material Assets and Waste’ will be adhered to.
- If appropriate, warm mix asphalt will be used.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works
- Waste will be disposed at local facilities, where required.

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

Although sections of the A828 carriageway have a high likelihood (10% chance) of river and surface water flooding each year, works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. Additionally, there will be no change to the likelihood of flooding on the A828 within the scheme extents upon completion of the works.

Works are restricted to areas of engineered ground of the A828 trunk road and TM will be designed in line with existing guidance. Traffic Management will consist of lane closure with 10mph convoy during the hours 19:00-06:00. TM will be publicised in advance. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the traffic management setup.

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.

The works will not result in any change in the vulnerability of the A828 carriageway to risk, or in severity of major accidents/disasters that would impact on the environment. The resurfacing works are designed to protect users of the trunk road and will have a beneficial impact on road users.

A SEMP will be put in place which will set out a framework to reduce adverse impacts from construction activities on sensitive environmental receptors. The SEMP will set out the commitments and constraints and will identify the procedures and measures that will be used to manage and control these aspects. The contractors will be required to comply with all conditions of the SEMP.

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

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Highland Council Planning Portal identified no approved planning applications within 300m of the scheme.

A search of the Scottish Road Works Commissioner website has not identified any other roadworks that are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme.

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 TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, 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.

Due to the proximity of the works to European sites, a HRA was undertaken which concluded that there would be no LSE on any of the qualifying features of the designated sites as a result of the proposed resurfacing works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated wholly within the Ben Nevis and Glen Coe NSA, which is a

sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment 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:

- Construction activities will entail like-for-like replacement of worn road surface and reinstatement of road markings, with all works restricted to the made ground of the A828.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface will reduce the noise levels from travelling public and in turn will reduce disruption to the receptor located in proximity to the scheme.
- Works are restricted to an area of 0.181 ha along a 284m stretch of the A828 trunk road.
- The works will be temporary, transient, localised and completed during night-time hours.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Removing the carriageway defects will provide these sections of the A828 with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- The scheme will be restricted to the existing A828 road boundary (carriageway surface) and as such, no land take will be required.
- The Scheme is located within the Ben Nevis and Glen Coe NSA, however, there will be no impacts on the special qualities of the NSA from the proposed works.
- The HRA concluded that works will not result in LSE on the qualifying features of the Glen Etive and Glen Fyne SPA and the Onich to North Ballachulish Woods SAC.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Affected local residents and the EHO will be notified of works prior to construction and notified of any changes to the current proposed plans.
- The site compound will be located on made ground within TM.
- As the works will be limited to the like-for-like resurfacing and minor civil works, there will be no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- 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.
- 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

F565 Habitats Regulations Appraisal Proforma A828 South Ballachulish Roundabout (24-NW-0103-46). BEAR Scotland, 2026.

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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