



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Environmental Impact Assessment Record of Determination

## A82/A828 Ballachulish Roundabout

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# Project Details

## Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A82 and A828 carriageways, including a roundabout, west of Ballachulish.

Works will include the replacement of surface course and road markings, replacement of kerbing, and recutting and clearing of grips and ditches, over an approximate length of 234m, covering a total area of 0.1404ha.

The works procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course to various depths of up to 200mm
- Lay and roll new surface course
- Roll surface and allow it to set
- Mark out lining schedule on site
- Carry out lining/studding
- Replace kerbing
- Recut and clear grips and ditches
- Remove TM and open road.

The scheme is currently programmed to be completed within the 2026/27 financial year, with a proposed start date of 05/05/2026. Works are expected to be completed over three nights, operating between the hours of 19:00-06:00. Changes in the programme may result in a change to the proposed working hours/commencement dates.

TM will comprise of full road closure with regular amnesties. Access to junctions and access to private roads will be maintained as far as is reasonably practicable. Site access and plant storage will be located within TM.

## Location

The scheme is located on a rural stretch of the A82/A828 carriageway, including a roundabout, approximately 2km west of Ballachulish, in the Highland Council local authority area (National Grid References: NN 05573 59301 to NN 05706 59257) (Figures 1 and 2).



Figure 1. Scheme location

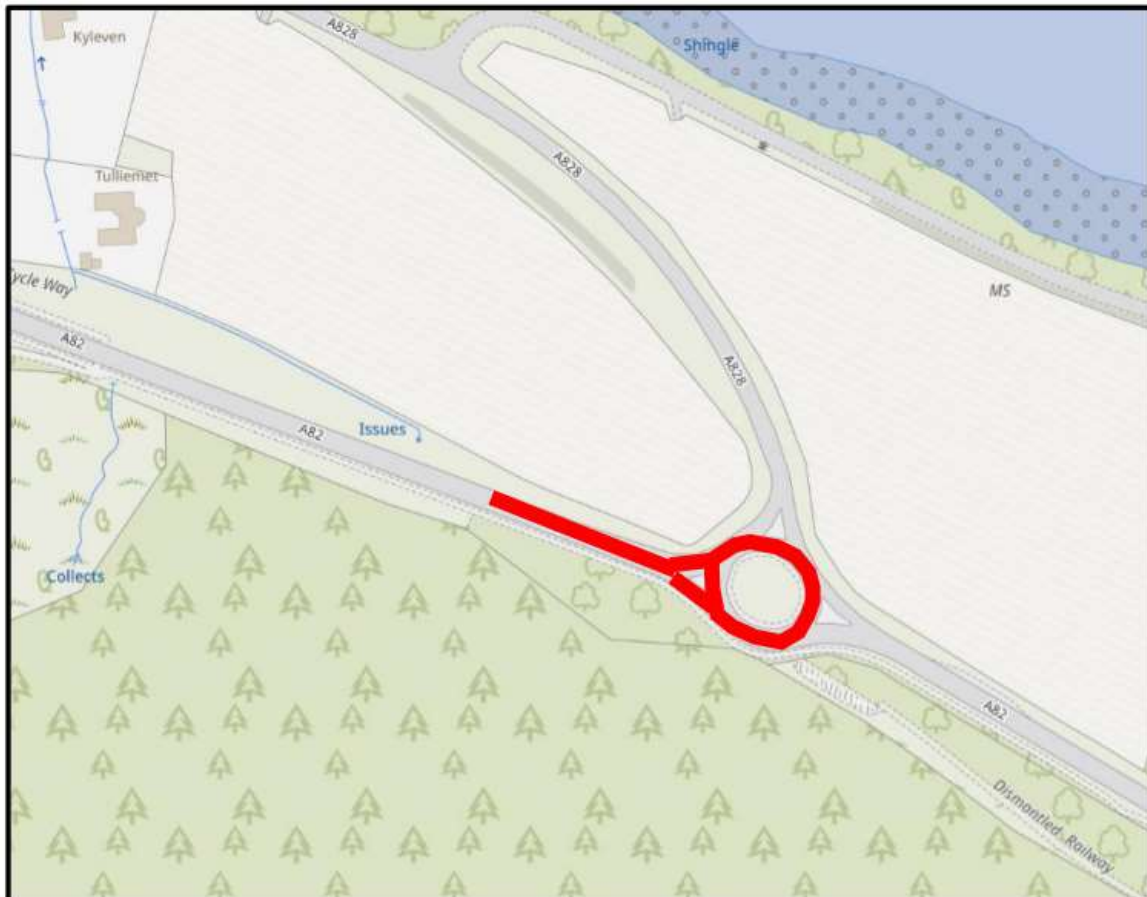


Figure 2. Scheme extent

# Description of local environment

## Air quality

There are no [Air Quality Management Areas](#) (AQMAs) within 10km of the scheme extent.

There are no registered sites on the [Scottish Pollutant Release Inventory \(SPRI\)](#) located within 10km of the scheme.

There are no Air Quality Monitoring Stations ([AQMS](#)) located within 10km of the scheme extent.

Baseline air quality is likely to be primarily influenced by traffic along the A82 and A828. Secondary sources are likely to be derived by nearby land management activities and urban activities associated with nearby settlements.

## Cultural heritage

There are no features of cultural heritage significance, such as World Heritage Sites, Scheduled Monuments, Gardens and Designed Landscapes, Battlefields, Listed Buildings or Conservation Areas, within 300m of the scheme ([PastMap](#)).

Of lesser cultural heritage significance, there is one National Record of the Historic Environment (NRHE), 'Ballachulish Ferry Station (105466)' located 260m south-west of the scheme ([PastMap](#)).

The works are confined to the trunk road boundary. As such, construction of the A82/A828 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 wholly within the Ben Nevis and Glen Coe National Scenic Area (NSA) (Site ID: [9120](#)) which is designated for the following special qualities:

- A land of mountain grandeur
- A land of classic highland vistas
- Human settlement dwarfed by mountain and moorland
- The expansive Moor of Rannoch

- The spectacular drama of Glen Coe
- The wooded strath of lower Glen Coe
- The narrow and enclosed Loch Leven
- The impressive massif of Ben Nevis
- The wild Mamores and secretive Glen Nevis
- The fjord-like upper Loch Leven
- Long and green Glen Etive
- The dark heritage

The scheme does not lie within a National Park (NP) or any other site designated for its landscape character and quality ([NatureScot](#)).

The Landscape Character Type ([LCT](#)) at the scheme extent is '234 - Lochs with Settled Edges'. The LCT is characterised by the following:

- 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.

The scheme is located on a stretch of the A82/A828, including a roundabout between the small settlements of Ballachulish and South Ballachulish. Loch Leven provides a dominant, intervening landscape feature to the north; separating Ballachulish and South Ballachulish, with North Ballachulish. Loch Linnhe provides a dominant, coastal habitat feature to the west, with the A82 and A828 trunk roads dominant landscape features, alongside scattered settlements.

Land use surrounding the scheme extent is classified as ([HLA Map](#)):

- Plantation
- Rectilinear fields and farms

- Rough grazing
- Urban area

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

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

A desktop study using NatureScot [SiteLink](#) noted the following European sites within 2km of the scheme extents:

- Glen Etive and Glen Fyne Special Protection Area (SPA) (NatureScot Site Code [10113](#)). This SPA is located 370m southeast of the scheme.
- Onich to North Ballachulish Woods Special Area of Conservation (SAC) (NatureScot Site Code [8637](#)). The SAC is located 1.2km north of the scheme.

Due to ecological connectivity with the above SPA, a Habitats Regulations Appraisal (HRA) Proforma has been completed. Refer to the Biodiversity Impacts and Mitigation section below for further details.

There are no other local or national sites designated for biodiversity features (e.g. Sites of Special Scientific Interest (SSSI)s, local or national nature reserves) located within 300m of the scheme ([SiteLink](#)).

As listed on the [Ancient Woodland Inventory \(AWI\)](#), there is one area of woodland listed as 'ancient (of semi-natural origin)' located approximately 150m east of the scheme.

There are no areas of trees covered by a [Tree Preservation Order](#) (TPO) by Highland Council within 300m of the scheme extent.

The [National Biodiversity Network \(NBN\) Atlas](#) holds several records of bird species within 2km of the scheme (the search criteria included only records during the past ten years, and which have open-use attributions (OGL-CC0-CC-BY). Under the

Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

The NBN Atlas holds the following records of injurious weeds and invasive non-native species (INNS) of plants (*as denoted by \**) (as listed in the Network Management Contract (NMC)) under the same search criteria:

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

A search using Transport Scotland's Asset Management Performance System (AMPS) found two records of the injurious weed, rosebay willowherb (*Chamerion angustifolium*) on the A828 within 300m of the scheme.

Habitat in the surrounding area is comprised of forestry plantation and mixed woodland; arable land; marine and coastal habitat; and scattered urban settlements.

Due to restriction to the A828/A82 trunk road boundary, and given the localised and short duration of the works, the potential for impacts to the surrounding environment and protected/notable species identified within the desktop study are considered to be negligible and a site visit as part of this assessment has been deemed unnecessary.

## Geology and soils

The scheme does not lie within a Geological Review Site (GCRS) or SSSI designated for geological features ([NatureScot](#)).

Component soils around the scheme extent are described as humus-iron podzols. Parent materials are described as fluvioglacial and raised beach sands and gravels derived from acid rocks ([Scotland's Soils](#)).

Soils around the scheme extent are Class 0 mineral soils and peatland habitats are not typically found on such soils ([Carbon and Peatland 2016 Map](#)).

Bedrock geology at the scheme extent is described as 'Ballachulish Pluton', which is a Dioritic rock type. Superficial deposits are 'Raised Marine Deposits', which are of the Devensian period and comprised of gravel, sand and silt ([Scottish Geology Trust](#)).

## Material assets and waste

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

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

Wastes are anticipated to be primarily planings from the carriageway surface course. All road planings will be treated in line with the Scottish Environment Protection Agency (SEPA) Low Risk Waste Activity (LRWA) 3 and will be recycled in line with SEPA's Guidance for End-of-Waste for Recycled Aggregates (WAS-G-DEF-05). Coal tar has not been highlighted as being present within the scheme.

Any ditching waste remaining on-site will follow the SEPA LRWA 9, details of which will be listed below.

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

## Noise and vibration

For residential, community and commercial receptors refer to the 'Population and Human Health' section below.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by Transport Scotland's Transportation Noise Action Plan ([TNAP](#)) 2024-2028.

The average evening, day and night time ( $L_{DEN}$ ) noise level at the scheme extent is between 66-70dB ([SpatialData.gov.scot](#)).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A82 and A828. Secondary sources are likely derived from nearby land management and forestry activities; and activities associated with nearby urban settlements.

## Population and human health

The scheme is located on a stretch of the A82/A828, including a roundabout between the small settlements of Ballachulish and South Ballachulish. There are approximately seven residential properties located within 300m of the scheme; the closest of these lies 155m west of the scheme, with acoustic and visual screening present in the form of a narrow tree shelterbelt.

The A82/A828 roundabout has three exits, continuing along the A82 and leading onto the start of the A828. There is one layby located 45m east of the scheme adjacent to the eastbound (EB) carriageway of the A82. There is one layby adjacent to the northbound (NB) carriageway 50m north of the scheme on the A828.

There is one pedestrian footway adjacent to the A82 EB carriageway throughout the scheme extent. This forms part of the 'Kentallen-Balachulish Bridge- Glencoe Village' [Core Path](#). The 'St Johns- Gleann a Chaolais' Core Path also lies 150m south of the scheme, which also forms part of the 'Beinn a' Bheithir via Schoolhouse Ridge' walking route (as designated by [Walk Highlands](#)).

There are no [National Cycle Routes](#) in proximity to the scheme extent.

Transport Scotland's manual data counter (Site ID: 000000001326) located 150m west of the scheme on the A82, recorded an annual daily total (ADT) of 6,692 motor vehicles in 2025, of which 9.5% were heavy goods vehicles (HGVs).

TM will involve full road closure with regular amnesties.

## Road drainage and the water environment

Loch Leven (ID: 200080) is a coastal waterbody in the Scotland river basin district. It is 8.5 square kilometres in area and lies 170m north of the scheme. In 2024, it was assigned 'Good Ecological Potential' by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([SEPA](#)).

The scheme and surrounding area are underpinned by the Kinlochleven groundwater (ID: 150684) which is 663.4 square kilometres in area. In 2024, it was assigned 'Good Ecological Potential' by SEPA under the WFD ([SEPA](#)).

There are several other unclassified water bodies, drains and culverts within 300m of the scheme.

[SEPA Flood Map](#) has indicated that there is no risk of coastal, river or surface water flooding within the scheme extent. However, there are small patches of low- to high-

risk surface water flooding areas adjacent to the A82 within the scheme extent (i.e. a 0.1-10% chance of flooding each year).

## 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 (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 adverse local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- 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 the potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material 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 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., by 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) minimizing cutting and grinding on-site, (b) reducing the 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 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 risk of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

With the above mitigation measures in place, it is anticipated that any air quality effects associated with the proposed works are unlikely to be significant. This receptor is not considered further in this 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, works will be restricted to the A82/A828 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface, kerb replacement, grip cutting and ditch clearing, and will be carried out during night-time hours, over three nights in total.

No change to land use, or to the designation features of the NSA, will occur as a result of the works, and the works will not result in any obvious residual change to the visual amenity of the local landscape.

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 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 proposed works are restricted to the resurfacing and structural maintenance of the A82/A828 trunk road boundary. The works are minor in nature and will move

progressively along the scheme extent. Additionally, the qualifying habitat features of the Onich to North Ballachulish Woods SAC are immobile, and the SAC is located 1.2km north of the scheme. There is no ecological connectivity between the proposed works and the SAC and no further assessment was required.

However, the Glen Etive and Glen Fyne SPA lies 370m southeast of the scheme. BEAR Scotland assessed through a HRA Proforma that the works will not result in the potential for any Likely Significant Effects (LSE) on the qualifying feature of the SPA, due to the following factors:

- All works are restricted to made-ground within the footprint of the A82/A828 trunk roads, with only 'like-for-like' replacement of road surface, kerb replacement, and grip cutting/clearing being undertaken which will not involve any change of the natural landscape or its processes.
- There is no requirement for land take (or resources) or site clearance from within the SPA and no works are required within any part of the SPA.
- Given the highly rural location of the scheme, it is anticipated that foraging birds would easily avoid the works area if any disturbance was created from noise, as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- All work is restricted to the footprint of the A82/A828 trunk road and will not involve any change of the natural landscape or its processes. As the works are not located within the SPA and, given the nature, scale and duration of the works, it is anticipated that the works will not have potential to adversely affect the integrity of the SPA.
- Works will not promote the known negative pressures of recreation and disturbance on the designated species.
- No significant dust, particulate matter, and exhaust emission sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

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/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 A2/A828 and the scheme is of short duration (three nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

All works will be restricted to the A82/A828 carriageway surface and will not entail any in-stream works or vegetation clearance. There are no significant 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 INNS, invasive native perennials, or injurious flowering plant species, should these be present in adjacent verges.

One area of ancient woodland is located within 300m of the scheme; however, no tree felling is planned for the works.

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

- Works will be strictly limited to areas required for access and 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. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- No tree-felling or in-stream works will be permitted.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should 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. Consultation will be undertaken with NatureScot as required.
- Artificial lighting will be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.

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

Minor excavation is required as part of the recutting and clearing of grips and ditches; however, this will be restricted to the A82/A828 carriageway and trunk road boundary. Some localised soil exposure/disturbance will likely occur along carriageway verges, however this will not result in any change to local soil make-up, and standard working practices will highly limit any potential pollution to soils. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable
- 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. 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 in line with SEPA's LWRA3 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 will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- The following LRWA9 conditions will be adhered to for all ditching works where the waste is not being removed from site:
  - Waste will be produced by a dredging activity that is authorised by General Binding Rule (GBR) Registration or Permit.
  - Waste will be deposited at the same site where it was produced.
  - Waste will not be left on the banks such that its placement heightens the banks of any river, burn, ditch or loch.
  - Large items, litter, or fly-tipped waste will be removed from the dredged materials and transported to a suitably authorised site by a registered transporter of waste.

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

## Noise and vibration

Construction activities associated with the proposed works have the potential to cause adverse noise and vibration impacts for local receptors through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. The works will employ a night-time working pattern with the noisiest works (e.g. planing) completed by 23:00 where practicable. Due to the short duration (three nights) and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in a poor condition with a series of defects. Replacing the life-expired surface course 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:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- Affected local residents and the Environmental Health Officer (EHO) for the Highland Council will be notified of works.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- The noisiest works (e.g. planing) will be programmed to be completed by 23:00 where possible.
- 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.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

## Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times.

No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts and operation during night-time hours.

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

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be granted as required.
- Any changes of schedule (e.g. change from nighttime works to daytime works) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the [trafficscotland.org](https://www.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 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 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:

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

- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special 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 will 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

During the works there is potential for impacts such 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.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

## Vulnerability of the project to risks

Small areas of the A82 carriageway within scheme extents are recorded as being low to high risk (0.1 to 10% chance each year) of surface water and small

watercourse flooding. Works will be programmed to avoid periods of adverse weather or heavy rainfall as far as is reasonably practicable.

Works are restricted to the made ground of the A82/A828 trunk road boundary and TM will be designed in line with existing guidance. TM will consist of full nighttime (19:00-06:00) road closure with regular amnesties, with no TM during the daytime. Where required, alternative NMU provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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

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

## Assessment of cumulative effects

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, in the last 6 months.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are noted as being planned on this area of the A82 and A828 trunk roads at the same time as this scheme. Due to the timing and 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 relating to TM. 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.

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

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

- Works are restricted to the like-for-like replacement of worn road surface, replacement of kerbing, and recutting and clearing of grips and ditches, with all works restricted to made ground on the A82 and A828 trunk roads.
- Construction activities are restricted to an area of 0.1404ha along a 234m stretch of the A82/A828.

- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A82/A828 carriageway 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 located within the existing A82/A828 trunk road boundary and as such, no land take will be required.
- The scheme is located approximately 230m northwest of the Glen Etive and Glen Fyne SPA , and approximately 1.2km south of the Onich to North Ballachulish Woods SAC. It was assessed that there was no ecological connectivity between the works and the Onich to North Woods SAC, due to the distance and immobile nature of the habitat features, and no further assessment was required. An HRA Proforma was produced for the Glen Etive and Glen Fyne SPA which concluded no LSE would occur as a result of proposed works and no further assessment or consultation with NatureScot was required.
- The works are located within the Ben Nevis and Glen Coe NSA, however works entail like-for-like resurfacing, kerb replacement, and recutting and clearing of grips and ditches. No change to the visual landscape or adverse impacts are expected.

#### **Characteristics of potential impacts of the scheme:**

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement 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.
- Mitigation measures detailed above (and in the SEMP) will be 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.

## References of supporting documentation

F565 Habitats Regulations Appraisal Proforma A82 A828 Roundabout

## 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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