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Environmental Impact Assessment Record of Determination

A830 Banavie Swing Bridge

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out active travel improvements on the A830 trunk road southeast of Banavie Swing Bridge. Works will entail the following activities over a length of 150m and an area of 0.25ha:

- Installation of a signalised pedestrian crossing.
- Footpath widening (including vegetation removal).
- Installation of new kerbing.
- Traffic signs and street lighting upgrades.
- Carriageway resurfacing.
- Road marking upgrades.

These works are required due to the need for improved pedestrian footways and a safe crossing facility, particularly during tourist periods.

The works comprise two stages, currently programmed for delivery within the 2026/2027 financial year. The proposed start date for the installation of the pedestrian crossing, footway works, street lighting, signage, and kerbing works is September 2026 during daytime hours, with potentially some nighttime works. The carriageway resurfacing, road markings, and signal installation has a proposed start date of November 2026 during nighttime off-peak working hours. The works will be undertaken over a total of 10 weeks. Changes in the programmes may result in a change to the proposed working hours/commencement dates.

Traffic Management (TM) will involve lane closures and two-way temporary traffic lights (TTL) and control of junction where required.

Location

The scheme is located on the A830 southeast of Banavie Swing Bridge. The majority of works will be located just southeast of the Caledonian Canal. Road resurfacing and road marking improvements will be undertaken up to the road bridge. The scheme is located within The Highland Council administrative area (Figure 1) between the following National Grid References (NGRs):

- Start: NN 11370 76739; End: NN 11254 76819



Figure 1. A830 Banavie Swing Bridge Scheme Extent

Description of local environment

Air quality

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

The nearest Air Quality Monitoring Station (AQMS) to the scheme is located within the town centre of Fort William, approximately 2.4km south of the scheme ([Scottish Air Quality](#)). The AQMS monitors levels of ozone and nitrogen dioxide and at the time of the search the levels were recorded as 'low'.

One site noted on the Scottish Pollutant Release Inventory (SPRI) (which records air pollutant releases), lies within 10km of the scheme extents. The 'Liberty Lochaber Aluminium, Lochaber Smelter' is recorded for production and processing of metals and lies 2.2km southeast of the scheme ([Scottish Pollution Release Inventory](#)).

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A830 trunk road and Caledonian Canal. Secondary sources are likely derived from day-to-day urban activities. The West Highland Line railway spans the Caledonian Canal 30m south of the scheme. Rail traffic will therefore also have an impact on air quality in the area.

Cultural heritage

There are no Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage Sites within 300m of the scheme ([PastMap](#)).

Scheduled Monuments

- The A830 within the scheme extent spans the Scheduled Monument 'Caledonian Canal, Corpach to Banavie' (Reference: SM6491).
 - The monument comprises the stretch of inland waterway known as the Caledonian Canal running east and northeast from the locks and basin at Corpach, on Loch Linnhe, to the south (or bottom) end of the flight of locks at Banavie (otherwise known as Neptune's Staircase).
 - The area scheduled includes the canal and the strip of ground extending up to a maximum of 30m from the water on either side and containing the towpaths and embankments and any associated capstans, bollards, mooring hooks, mile posts, weirs and overflows.
 - The scheduling excludes the road swing bridge at Banavie, the railway swing bridge and its associated signal box also at Banavie, as well as all modern

moorings, pontoons, slipways, walls and fences, power cables, lampposts and other street furniture.

- 'Caledonian Canal, Neptune's Staircase, Canal Locks, Banavie' (Reference: SM3530) which lies 40m upstream of the bridge.

Listed Buildings

Three Listed Buildings lie within 300m of the scheme. The closest is the Category B 'Caledonian Canal, Banavie, Swing Railway Bridge Over Caledonian Canal' (Reference: LB7079), which lies approximately 30m southwest of the scheme.

Of lesser historical significance within 300m:

- Several Historic Environment Records (HERs) and National Records of the Historic Environment (NRHE). The closest HERs and NRHE relate to the A830 Banavie swing bridge.

Landscape and visual effects

The scheme does not fall within a National Scenic Area (NSA), National Park (NP), National Nature Reserve (NNR) or a Local Nature Reserve (LNR) ([SiteLink](#)).

Landscape Character Type for the scheme is listed as 'Lochs with Settled Edges' ([LCT 234](#)), 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 (*Rhododendron ponticum*) 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 land use surrounding the scheme is listed as canal features, rough grazing, urban area, industrial or commercial area, rectilinear fields and farms and recreation area ([HLA Map](#)).

The scheme lies within Fort William, with land use surrounding the scheme being a mixture of urban development, temperate shrub heathland, cultivated areas of gardens and parks and woodland areas. The Caledonian Canal and the swing bridges form major landscape features within the area.

The Glasgow to Mallaig train line and its associated infrastructure forms a corridor 30m southwest of the scheme. The area in proximity to the scheme is popular with tourists and outdoor recreationists.

The A830 trunk road, within the North West Network Management Contract (NMC), connects Alexandria with Crianlarich, Fort William and Inverness. It commences immediately north of Tullichewan Roundabout in Alexandria leading generally northwards for a distance of 243 kilometres to its junction with the A9 at (but excluding) Longman Roundabout in Inverness. The A830 is predominantly single carriageway along its length, with some lengths of '2+1' carriageway. The A830 is a single carriageway within the scheme extent.

Biodiversity

There are no European sites located within 2km of the scheme ([SiteLink](#)).

There are no locally or nationally designated sites (i.e. Sites of Special Interest (SSSI), National/Local Nature Reserves) within 300m of the scheme ([SiteLink](#)).

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 records of the invasive non-native species (INNS) Himalayan balsam (*Impatiens glandulifera*). However no records of injurious weeds (as listed in the NMC) under the same search criteria for the scheme.

Transport Scotland's Asset Management Performance System (AMPS) hold records of the injurious weed common ragwort (*Jacobaea vulgaris*) in the eastbound verge within the scheme extent.

An area of woodland listed on the Ancient Woodland Inventory (AWI) as 'long established (of plantation origin) lies 300m northwest of the scheme ([Ancient Woodland Inventory Scotland](#)).

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

The A830 Banavie swing bridge spans the Caledonian Canal 1.7km northeast of transitional waters, which provides significant freshwater and partially saline water habitat.

The BEAR Scotland NW Environment Team and commissioned subcontractors have undertaken a range of ecological surveys at the A830 Banavie Swing Bridge and surrounding area over the past several years. In addition, several surveys have been conducted in relation to the low-mowing management of the wildflower verges along the A830 between Blar Mhor Roundabout and Banavie Swing Bridge, with ongoing monitoring of the wildflower meadows by the Lochaber Biodiversity Action Group (LBAG).

No presence of INNS was noted during the ecological surveys.

The road verges along the A830 between Blar Mor Roundabout and Banavie Swing Bridge have been monitored for many years by volunteers from LBAG. A low-frequency mowing regime was implemented in this area at the request of LBAG and has continued for several years. As a result, the verges along this section of the A830 contain higher biodiversity of plant and insect species than frequently-mowed verges, particularly in the areas northwest of the Blar Mor Roundabout.

A site visit between BEAR Scotland and LBAG in 2023 identified that the verges within the scheme extent were not high-quality wildflower meadow habitat compared to sections of the verge closer to the roundabout.

BEAR Scotland undertook a botanical survey in July 2026. Within the scheme extent, the outer verge areas are predominantly composed of neutral grassland habitats (UKHab G3c and G3c5), dominated by false oat-grass (*Arrhenatherum elatius*), while the inner verge strip consists of poor-quality amenity grassland (G4), likely as a result of frequent mowing. In addition, a small area of woodland (W1h5) was recorded adjacent to the footway on the northbound side of the carriageway.

Geology and soils

There are no Geological Conservation Review Sites (GCRSs) or geologically designated SSSIs located within 300m of the scheme ([SiteLink](#)).

The [British Geological Survey](#) online mapping tool records that the bedrock geology within the scheme extents is recorded as:

- Great Glen Fault Zone - Fault-gouge, which is a metamorphic bedrock

The mapping tool records the following superficial deposits within the scheme extents:

- Raised marine beach deposits of Holocene age - Sand and gravel

There is no data of the soil type at the scheme extents ([Scotland's Soils](#)).

Soils within the scheme extent are recorded as being 'Class -2', as displayed on [Scotland's Peat Map](#). Class -2 are non-soils and as such there is no peat soil present.

Material assets and waste

The proposed works will entail the installation of a signalised pedestrian crossing, including footpath widening, kerb installation, carriageway resurfacing, road marking upgrades, traffic signs and street lighting upgrades. Materials will consist of:

- Kerbs
- Asphalt
- Concrete
- Subbase
- High-density polyethylene (HDPE) ducting
- Electrical access chambers
- Electrical access cabinets
- Lighting columns
- Armour core cables
- Sand
- Tactile paving
- Traffic signs / signals
- Steel / passively safe posts.

Wastes are anticipated to be primarily planings from the carriageway and footway surface course, topsoil/soil, bollards, and various street furniture. All road and footway planings will be managed in accordance with the Scottish Environment Protection Agency (SEPA) Position Statement WAS-PS-07 (Low Risk Waste Activity (LRWA) 3 and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full

compliance with these requirements. Coal tar has not been highlighted as being present within the scheme.

Excavated earth material will be reused within the scheme extents with the remaining to be disposed of in a licenced waste facility.

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

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 the Transportation Noise Action Plan (Road Maps) ([TNAP](#)).

LDEN or 'day, evening, night average noise levels' are modelled within the scheme extent. Noise levels are recorded as being between 67 and 71dB on the road within proximity to the scheme ([ScotGov](#)).

Baseline noise levels are likely to be influenced by traffic travelling along the trunk road and Caledonian Canal. Secondary sources are likely derived from day-to-day urban activities associated with Fort William. Railway traffic on the West Highland Line which spans the Caledonian Canal 30m south of the scheme is also likely to contribute to noise levels in the area.

Population and human health

The scheme lies within Fort William and as such numerous business, community and residential properties lie within 300m of the scheme extents. The nearest of these, Banavie train station, lies 30m south of the scheme and has no screening from the scheme extents. The remaining properties are set back and screened from the scheme by tree belts.

National Cycle Network (NCN) route 78 ([NCN](#)) is located within the scheme extent on the westbound shared use path.

Three Core Paths lie within the scheme with the paths running through the scheme extent ([Highland Council](#)):

- 'Lochybridge to Blar Mhor to Corpach' (Reference: LO07.29)

- 'Fort William to Gairloch' (Reference: N/A)
- 'Great Glen Way, Corpach Basin – Banavie' (Reference: LO07.12) route finishes with the B8006 T- junction with the A830

In addition, the Core Path 'Banavie to Torcastle to Strone by Caledonian Canal and Great Glen Way' (Reference: LO07.13) lies in immediate proximity to the scheme, with both the west and east footpaths heading north from the bridge designated as part of this route ([Highland Council](#)).

'Neptune's Staircase and the Canal, Banavie', a walking route listed on WalkHighlands, lies along the banks of the Caledonian Canal within the scheme extents. In addition, 'Great Glen Way 1: Fort William to Gairloch' utilises the paved pedestrian footways lie either side of the carriageway within the scheme extent ([WalkHighlands](#)). Alternative pedestrian crossings over the Caledonian Canal are present over the lock gates near Banavie swing bridge.

The area in proximity to the scheme is popular with tourists and outdoor recreationists, with footpaths running along both west and eastbound verges.

According to Scottish Road Works Commissioner, no other road works are scheduled within 300m of the scheme ([Scottish Road Works Commissioner](#)).

A Transport Scotland Road Traffic Counter on the A830 B8006 to B8006 - (Blarmor) (Site ID: 000000001070) located approximately 900m east of the scheme at its closest extent recorded in 2025 an average daily traffic (ADT) flow of 9,308 vehicles with 7% of them being heavy goods vehicles (HGVs).

TM will involve lane closures and two-way temporary traffic lights (TTL) and control of junction where required.

Road drainage and the water environment

The scheme falls within the 'Fort William' (ID 150696) and 'Spean and Lochy Sand and Gravel' (ID 150776) groundwater bodies which were classified by [SEPA](#) in 2024 as having an overall status of 'Good' and are also Drinking Water Protected Areas (Ground).

The A830 Banavie swing bridge spans Caledonian Canal - Loch Linnhe to Top of Neptune's Staircase, a classified waterbody (ID: 20336) 1.7km upstream of Loch Linnhe, a classified transitional waterbody (ID: 200089) ([SEPA](#)). Caledonian Canal - Loch Linnhe to Top of Neptune's Staircase is a canal in the River Lochy catchment of the Scotland river basin district. In 2024, it was assigned an overall status of 'Good ecological potential' by SEPA under the Water Framework Directive (WFD).

Numerous minor unclassified waterbodies lie within 300m of the scheme extents.

A search of SEPA Flood Maps records that the banks of the Caledonian Canal at the A830 Banavie swing bridge have a varied risk of fluvial flooding, and as such, these areas have a 0-10% chance of flooding each year ([SEPA Flood Map](#)).

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

- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.

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).

Cultural heritage

The works are partly within the 'Caledonian Canal, Corpach to Banavie' Scheduled Monument. The only works proposed within the Scheduled Monument boundary comprise carriageway resurfacing and the reinstatement of road markings. In addition, the proposed laydown area at Banavie Station Car Park is located within the Scheduled Monument boundary.

Consultation was undertaken with Historic Environment Scotland (HES), which confirmed that Scheduled Monument Consent (SMC) is not required for the proposed works, as the majority of the scheme lies out with the Scheduled Monument and the only works within the designated area comprise resurfacing activities, which will not change the character of the Scheduled Monument. HES further advised that the temporary storage of materials and parking of plant and machinery within this area does not require SMC, provided that all materials, plant and equipment are removed within nine months.

The works are also located in proximity to several Listed Buildings; however, no works will take place on the Listed Buildings and no impacts are anticipated as a result of works.

As the works are partially located within a Scheduled Monument, there remains a risk that previously unrecorded archaeological remains could be encountered during the works. The following mitigation measures will therefore be implemented:

- In the event of any unexpected archaeological finds, all works will cease immediately, the area will be cordoned off, and a member of the BEAR Environment Team will be contacted for advice. HES will be contacted as required.
- All site personnel will be briefed of the importance of cultural heritage value within the area.
- Laydown areas will be sensitively located (e.g., on areas of made ground) to avoid areas of cultural heritage interest where possible.
- There will be no storage of plant, materials or equipment against buildings, bridges, walls or fences; especially areas surrounding Listed Buildings adjacent

to scheme extents which will all be highlighted within the Site Environmental Management Plan (SEMP).

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

Landscape and visual effects

Although the scheme does not fall within a site designated for landscape interests, there is potential for minor, temporary adverse visual impacts to the local landscape during the construction phase due to presence of vehicles and machinery, material storage or obstructed views. However, the works are of a short duration with all machinery confined to the immediate works location situated within man-made ground on the A830 trunk road boundary where possible.

The works will also result in permanent changes associated with the construction of the new pedestrian crossing, widening of the footpath and updated road markings. However, these changes are anticipated to be positive, as there is currently no signalised crossing point for active travel members of the public to cross the carriageway safely. The provisions of a signalised pedestrian crossing will improve pedestrian safety, accessibility and user comfort, while reducing the risk of unsafe crossings of the carriageway, particularly during tourist periods. No change to land use will occur as a result of the works, and the works will not result in any significant 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 is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

No European sites (i.e. SPAs, SACs or Ramsar sites) are located within 2km of, or hold ecological connectivity to, the scheme extents. Additionally, there are no SSSIs, Local Nature Conservation Sites (LNCS) or Local Nature Reserves (LNR) designated for biodiversity within 300m of the scheme.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity within the area due to the increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, no protected species resting places were identified during the ecological constraints survey (ECS) within appropriate survey buffers. It was noted within the ECS that the surrounding habitat is suitable for nesting birds; however, the risk of disturbance is considered to be low due to the existing noise levels and visual disturbance associated with traffic on the A830. Vegetation clearance is required as part of the works; however, works will be undertaken outside of the breeding bird season (March to August inclusive).

The potential for significant species disturbance within the area of likely construction disturbance is considered to be low.

Sections of the A830 verge between Fort William and Banavie have previously been identified as supporting MG5 species-rich grassland, although localised variation in vegetation composition is present. The proposed works require the removal of a section of verge and therefore have the potential to result in habitat loss. However, the most recent survey of the scheme identified strips of verge to be removed between the road and the footway comprise poorer-quality amenity grassland rather than the more diverse species-rich grassland located further east towards Fort William. As such, the potential for significant biodiversity loss as a result of the proposed works is considered to be low. LBAG has been consulted regarding the proposed works.

The NBN Atlas holds records of the INNS Himalayan balsam within 2km of the scheme extent, and common ragwort was recorded on AMPS within the eastbound verge of the scheme extent. These species will be managed in accordance with the NW Landscape Management Plan and disposed of appropriately, where required.

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

- No works or vegetation clearance will take place within the nearby AWI woodland.

- Loss of existing road verge has been minimised as far as is practicable and designed to retain more species-rich areas of verge.
- No in-water works will be permitted. 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, 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 potentially unrecorded instances of invasive plants or injurious weeds in road verges throughout the works period; should any be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- 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 Environment Team.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- Any artificial lighting used during periods of low light levels will be directional and will avoid spilling into sensitive areas and nearby habitat where possible.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

Although the works will include excavation, construction activities are restricted to engineered ground within the verge and carriageway of the A830. Furthermore, the scheme is not located within a GCRS or a geological SSSI. As such, the proposed works are not anticipated to have an adverse impact on geology or soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is considered to be low:

- Upon completion of the works, any damage to the local landscape (e.g. 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.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Topsoil and subsoil reused on site will be spread evenly in a single layer <200mm in height to ensure the soil profile is maintained across the works location and grass seeded.
- Multiple handling of soil derived from excavations will be minimised
- Excavated soil material will be reused within the scheme extents where possible.
- Topsoil reused on site will not be traversed by heavy machinery.
- Additional pollution prevention measures as outlined in 'road drainage and the water environment' section below will be adhered to during construction.

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.
- All road planings will be managed in accordance with SEPA Position Statement WAS-PS-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements.
- 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.
- Waste must be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to generate noise and vibration through the use of plant, machinery, and construction vehicles. The closest property is the Banavie train station located 30m south of the

scheme with minimal existing acoustic screening. 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 scheme will be completed over 10 weeks in two stages with a mix of daytime and nighttime working hours, with the aim of completing the noisiest works (e.g. planing) by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient, and short-lived. Due to the short duration and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The following mitigation measures will be put in place:

- Local residents which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The 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.
- The local authority (Highland Council) Environmental Health Officer (EHO) will be notified of the works.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to the local area.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- 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.
- 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 result in temporary adverse impacts on local residents, road users, and non-motorised road users (NMUs). TM will involve lane closures, two-way TTL, and control of junctions where required. NMU facilities are located within the scheme extent; however, access for NMUs will be maintained throughout the works in accordance with a Pedestrian Management Plan.

The works are intended to facilitate the provision of a safer signalised pedestrian crossing and, as such, will result in a positive impact for NMUs through improved crossing facilities and enhanced pedestrian safety.

Road users will be informed of the works through a media release, which will provide details of the construction programme, including dates and working 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.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site as 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:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- 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 bowzers 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 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

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

- BEAR Scotland will adhere to its Carbon Management Policy.
- The works will utilise warm mix asphalt (WMA) for binder layer in favour of hot mix asphalt (HMA) where possible.
- 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 removed to a local waste management facility.

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

Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no increase to the likelihood of flooding on the A830 within the scheme extents upon completion of the works.

Works are restricted to the made ground of the A830 trunk road boundary and TM will be designed in line with existing guidance. TM will consist of lane closures and two-way TTL and control of junction where required, using a mix of daytime and nighttime working. Where required, alternative NMU provisions/routes will be included in the TM 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 ([Map Search](#)) identified no approved planning applications within 300m of the scheme extent within the last six months.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has not identified any other works to be undertaken during the same period as proposed works. Due to the nature, scale, and location of the proposed works, lack of overlapping works; no cumulative environmental effects are anticipated in combination with 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. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit 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.

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 part within the '*Caledonian Canal, Corpach to Banavie*' Scheduled Monument, 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:

- The works comprise the installation of a signalised pedestrian crossing, including footway widening, traffic sign and street lighting upgrades, kerb installation, carriageway resurfacing, and road marking improvements. The scheme is

required to provide a safer crossing facility for pedestrians, particularly during peak tourist periods.

- Construction activities will be restricted to an area of approximately 0.25ha along a 150m section of the A830.
- The works will be temporary, localised, and transient in nature, and will be completed over two stages totalling approximately 10 weeks. Works will be undertaken during a combination of daytime and nighttime hours, utilising two-way TTL and junction control where required during working hours.
- The works are not expected to result in significant disturbance to protected species that may be present within the wider area.
- The risk of major accidents and disasters associated with the works is considered to be low.
- The installation of the signalised pedestrian crossing, together with footway widening and carriageway resurfacing, will extend the operational life of this section of the A830 and significantly improve carriageway ride quality, pedestrian facilities, and overall road safety. These improvements will provide benefits for both road users and NMUs.
- No adverse environmental impacts are anticipated during the operational phase as a result of the works. The completed scheme is expected to deliver positive benefits for road users and NMUs through improved safety and accessibility.

Location of the scheme:

- The scheme and its storage of materials are partly located within the '*Caledonian Canal, Corpach to Banavie*' Scheduled Monument. However, it was concluded that due to the like-for-like nature of the resurfacing works that are located within the Scheduled Monument there would be no adverse impact on the qualities of the monument as a result of the proposed works and no scheduled Monument Consent (SMC) is required.
- The scheme lies within proximity to several Listed Buildings; however, all works are restricted to the A830 trunk road boundary with no impacts anticipated on these Listed Buildings as a result of proposed works.
- The scheme is not located within any areas of ancient woodland or Conservation Areas and does not require felling or trimming of trees protected by a TPO.
- The scheme does not lie within 2km of a European site. There is also no connectivity with a European site out with the 2km buffers.
- Pedestrian and NMU routes, including a cycle route and Core Paths, are present within the scheme extents. Works will be undertaken outwith the tourist peak season and pedestrian/NMU access will be maintained during works.

Characteristics of potential impacts of the scheme:

- Any potential disturbance impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- The scheme has been designed to limit the loss of wildflower habitat within the road verges as far as possible and to retain areas of road verge with higher biodiversity.
- 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.
- 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.
- Any short-term impacts on pedestrians and NMUs are considered negligible, particularly as works will be completed outside of the key tourist period.

References of supporting documentation

None

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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