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Environmental Impact Assessment Record of Determination

**Combined Resurfacing: A830
Arieniskill, Loch Eilt, &
Mhuidhe East**

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on three sections of the A830 carriageway around Loch Eilt, Arieniskill, and Mhuidhe East (see Table 1 and Figures 1-4 below). The assessment within this RoD accounts for three separate schemes due to proximity, similar scheme type and baseline information (as determined during initial screening). Resurfacing work for all schemes involves the resurfacing and partial reconstruction of the A830 carriageway (northbound (NB) and southbound (SB)). Surface and binder course will be replaced to varying depths, inlay will be replaced, and road markings/studs and kerbing will be reinstated following works. Minor/localised surface drainage amendments may also be undertaken as required.

Resurfacing works at these schemes will be carried out consecutively in the 2025/26 Financial Year, currently programmed to begin on 6th August 2025. Works will be undertaken during a mix of day-time and night-time programming, and construction at each site will be undertaken over separate durations of between three nights and up to two weeks. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Site compounds are not required; access will be gained through Traffic Management (TM) on the carriageway. TM will consist of full road closures with regular amnesties for nighttime works and single lane closures with two-way traffic lights for daytime works. Local access will be accommodated within the TM as far as is reasonably practicable.

Location

The schemes are located on a rural stretch of the A830 between Glenfinnan and Lochailort in the Highland Council Local Authority area. Refer to Table 1 and Figure 1-3 below for individual scheme details.

Table 1 - Scheme Locations (NGRs)

Scheme	National Grid Reference (NGR)
A830 Arieniskill	NM 79012 82778 - NM 78817 83001
A830 Loch Eilt	NM 82169 82020 - NM 82044 82149
A830 Mhuidhe East	NM 86568 81500 - NM 85945 81395

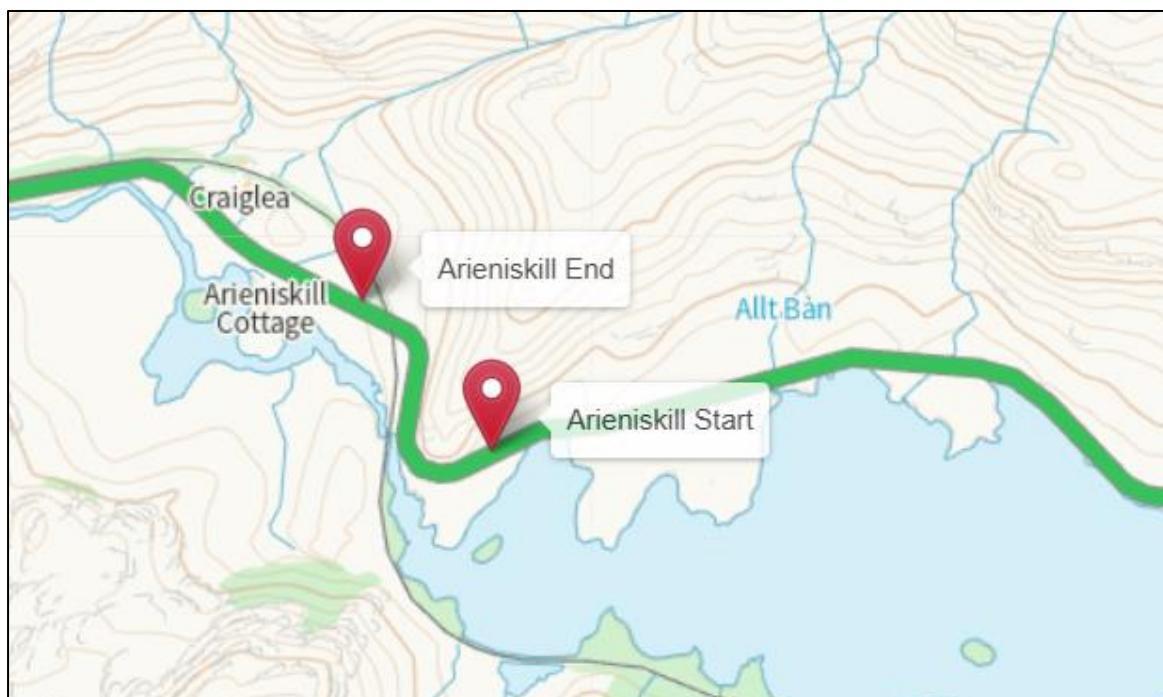


Figure 1: Scheme location at Arieniskill.

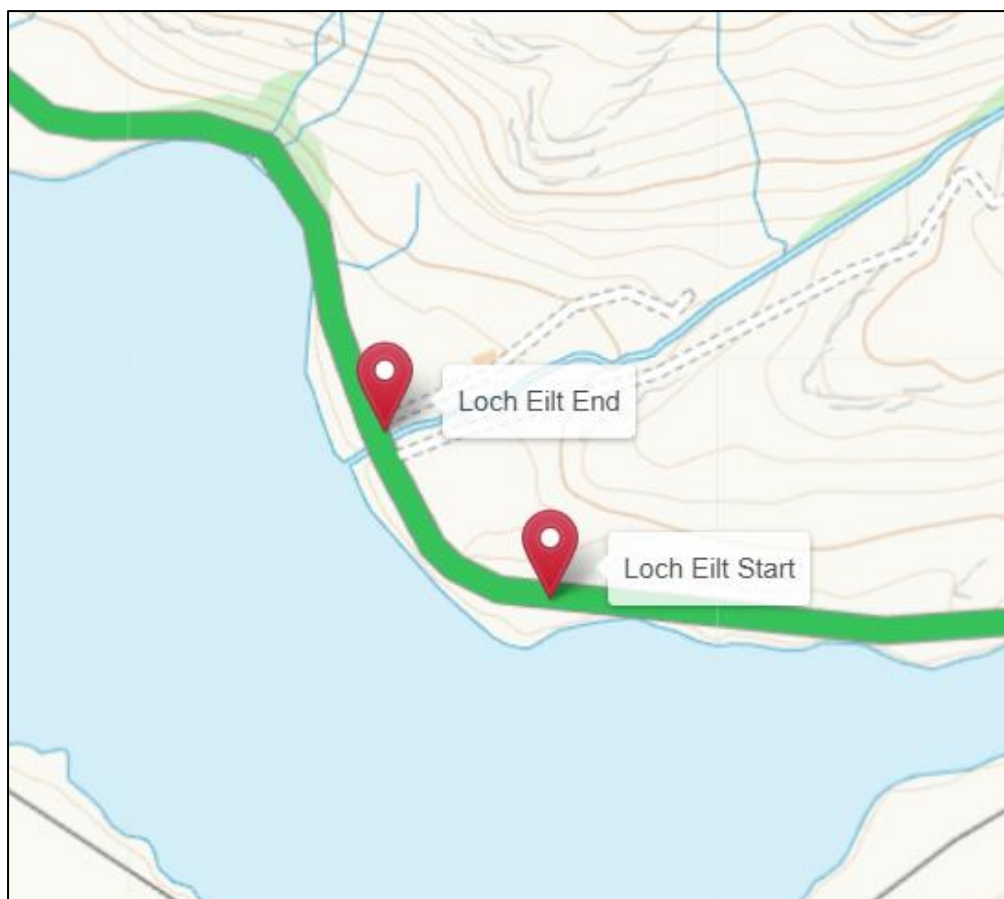


Figure 2: Scheme location at Loch Eilt.

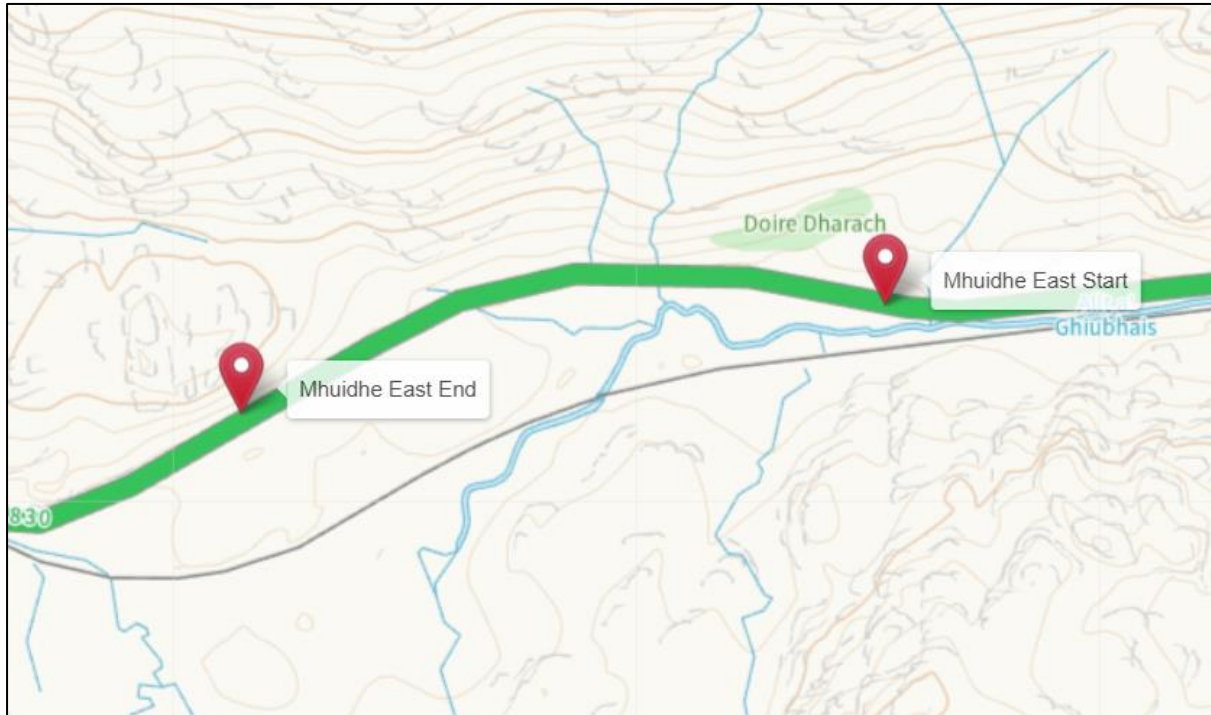


Figure 3: Scheme location at Mhuidhe East

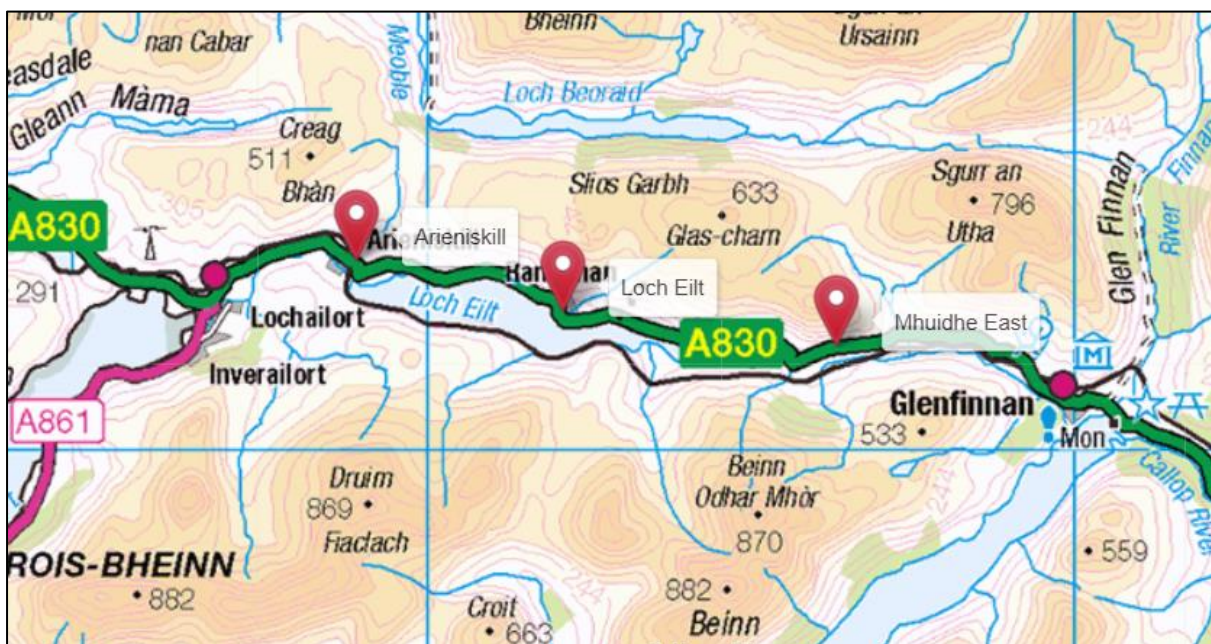


Figure 4: Location of all three schemes between Glenfinnan and Lochailort.

Description of local environment

Air quality

The scheme does not lie within any Air Quality Management Areas as designated by the Highland Council ([Scottish Air Quality](#)).

There are no air quality monitoring stations within 10km of the scheme ([Scottish Air Quality](#)).

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

Due to the highly rural location of the scheme, baseline air quality is anticipated to be good, with road traffic on the A830 providing the primary impact on air quality. Some secondary impacts may arise from land management activities in the surrounding area.

Cultural heritage

A search of Historic Environment Scotland (HES) mapping tool [Pastmap](#) records the following cultural heritage features within 300m of the scheme:

- There are a total of eight entries on the National Records of the Historic Environment and Historic Environment Records located within 300m of the scheme locations. None lie within the scheme extents with the nearest located 25m west of Arieniskill.

There are no Scheduled Monuments, Battlefields, Garden and Designed Landscapes, Conservation Areas, Listed Buildings, or World Heritage Sites within 300m of the scheme extents.

The construction of the A830 trunk road and associated infrastructure will likely have exposed any potential items of cultural heritage interest present within the upper engineered layers, and as such, the likelihood of presence of undiscovered features is considered low.

As there are no cultural heritage features within proximity to the works and no excavation below the upper engineered layers is required, there is no potential for adverse impacts of the works on cultural heritage and this receptor is not considered further in this Record of Determination (RoD).

Landscape and visual effects

The scheme does not lie within 300m of any National Parks or National Scenic Areas ([SiteLink](#)).

The scheme lies within the “Mountain Massif - Lochaber” [Landscape Character Type](#) which is noted for the following key characteristics:

- Low rounded hills with relatively steep sides and a rugged, ice-scoured, rocky surface.
- Transitional between Sweeping Interlocking Peaks - Lochaber to the east and low Rocky Coastland - Lochaber to the west.
- Predominance of eroded, and exposed rock surfaces, giving a consistent pattern of colours and textures.
- Native oak and ash woodland on lower slopes and in sheltered glens, contrasting with exposed faces. Small pockets of native Scots pine in some areas.
- Settlement on flat lochside fringes.
- Generally isolated and, in some parts, inaccessible.
- Roads follow coastal and lochside fringes.
- Views of the sea and islands; hills descend either directly to the coast or via more gentle Rocky Coastland.

Land use surrounding the scheme is broadly characterised by upland areas with low levels of management and sparse settlement. The A830 and West Highland Railway Line form two artificial linear features in proximity of the scheme and Loch Eilt forms a major freshwater landscape feature in the vicinity of the scheme.

The A830 Trunk Road connects Fort William with Mallaig. It commences at the A828 / A82 junction in Fort William leading generally westwards for a distance of 70 kilometres to (and including) the B8008 Station Road Roundabout in Mallaig. The A830 is a single carriageway along its length.

Biodiversity

The scheme is located wholly within the Moidart and Ardgour Special Protection Area (SPA) (Site ID: [10115](#)). A Habitats Regulations Appraisal (HRA) has been produced and consultation with NatureScot has been conducted. Refer to the relevant assessment section below for details.

The scheme does not lie in proximity to any Sites of Special Scientific Interest (SSSI) designated for biodiversity features.

The [National Biodiversity Network \(NBN\) Atlas](#) does not hold any 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); however, this does not preclude their presence in the area. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

Similarly, under the same search criteria, the NBN Atlas holds no records of protected mammals or the invasive non-native species (INNS) of plants or injurious weeds listed on the Network Management Contract (NMC); however, this does not preclude their presence in the area.

A search using Transport Scotland's Asset Management Performance System (AMPS) returned no records of INNS or injurious weeds listed on the NMC within 300m of the scheme.

There is a single area of ancient woodland ([Ancient Woodland Inventory Scotland](#)) located within 160m of the scheme at Arieniskill.

There are no Tree Preservation Orders (TPO) located within 300m of the scheme ([Highland Council](#)).

Habitat surrounding the scheme is characterised by sparse upland with some wooded areas at lower altitudes and Loch Eilt and the River Ailort which provide significant freshwater habitat.

Geology and soils

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

Bedrock geology at the scheme is recorded as a mixture of psammite and pelite from various Groups. Some superficial deposits are present in the form of peat, alluvial fan deposits, and hummocky glacial mounds ([British Geological Society](#)).

Soil classification within the scheme extent is recorded as peaty gleyed podzols with peaty gleys with peaty rankers and the area is recorded on the Carbon and Peatland 2016 map as "Class 4" which indicates predominantly mineral soil with some peat soil ([Scotland's Soils](#)).

Works will be restricted to previously engineered ground within the A830 trunk road boundary. Therefore, this receptor has no constraints that are likely to be impacted by the proposed works and as such, 'geology and soils' is scoped out and is not discussed further within this RoD.

Material assets and waste

The proposed works are necessary to resurface sections of the A830 carriageway, requiring base/binder inlay, and reinstatement of road markings and studs. Materials used will consist of:

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

Wastes are anticipated to be removed planings from the surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

The scheme value at Mhuidhe East exceeds £350,000, and as such a site waste management plan (SWMP) is required for this scheme. Coal tar has not been highlighted as being present within any of the scheme extents.

Noise and vibration

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

The scheme does not lie within any Candidate Noise Management Areas ([Transport Scotland](#)).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level (Lden) between 55 and 65dB at the scheme locations ([SpatialData](#)).

Given the location of the scheme in a highly rural location, it is considered likely that the baseline noise levels will be generally low, with road traffic on the A830 providing the primary source of noise.

Population and human health

The scheme lies on a rural stretch of the A830 with a small number of residential properties located within 300m of the scheme and the nearest located 80m from the

trunk road. None are accessed via the A830 within the scheme extents. One layby is present within the scheme extents at Arieniskill and there are no bus stops, cycle lanes, or other non-motorised user (NMU) facilities within the scheme.

Two local access tracks are present within the scheme. There are no [Core Paths](#) or designated walking routes ([Walk Highlands](#)) within 300m of the scheme extent.

The nearest Transport Scotland count point (ID: ATC01072) on the A830 is located approximately 5km west at its nearest point and in 2025 records an Average Daily Traffic of 1,551 with 21% comprised of heavy goods vehicles.

Road drainage and the water environment

The scheme extent and surrounding area is underpinned by the Fort William groundwater ([ID: 150696](#)) which is 2,274.7 square kilometres in area. In 2022, this was assigned 'Good Ecological Potential' by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD).

Loch Eilt is a lake ([ID: 100206](#)) in the Ardnamurchan Coastal catchment of the Scotland river basin district. It is 1.8 square kilometres in area and lies approximately 15m south of the scheme at its nearest point. In 2023, it was assigned 'Good Ecological Potential' by SEPA under the WFD.

River Ailort is a river ([ID: 20407](#)) in the Ardnamurchan Coastal catchment of Scotland's river basin district. The main stem is approximately 9.5km in length and it lies approximately 10m west of the scheme at its nearest point. In 2023, it was assigned 'Good Ecological Potential' by SEPA under the WFD.

Abhainn Shlatach (ID: 20417) is located approximately 15m south of the scheme at its nearest point and was classified by SEPA in 2023 as being in 'Moderate' condition.

Allt Lon a Mhuidhe (ID: 20408) is located 150m west of the scheme and was classified by SEPA in 2023 as being in 'Good' condition

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

[SEPA Flood Map](#) has highlighted no likelihood of river or surface water flooding at the scheme extents.

Climate

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

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

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

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to the above noted legally binding target of net-zero by 2045. Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)).

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by breaking out of materials or cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove 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.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., 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 risks 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

The works are not located in a National Park, National Scenic Area or any other site designated for landscape character and visual effects features.

For resurfacing works, there will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles and materials will be restricted to areas of made/engineered ground on the A830 and the works will be partially undertaken at night and on a rolling programme. As such, the visual impact of the resurfacing works will be somewhat reduced and there will be no residual impacts (i.e., when complete, the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

To mitigate any potential impacts as much as possible, the following 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

Due to the proposed works lying within Moidart and Ardgour SPA, BEAR Scotland produced a Habitats Regulations Appraisal (HRA) to assess potential effects of the proposed resurfacing works on this site. LSE could not be ruled out, and an Appropriate Assessment was carried out. With the following measures in place to

reduce the effects of construction noise and lighting, no Adverse Effects on Site Integrity (AESI) were identified on the Moidart and Ardgour SPA as a result of works:

- A pre-works survey will be carried out to identify any active nests within disturbance distance (750-1000m) of the works. If any are found, additional consultation will be carried out with NatureScot to agree suitable mitigation measures.
- Artificial lighting will be used for as short a duration as possible and will be directed on the immediate area of works and away from watercourses and adjacent habitat as far as is safe and reasonably practicable.
- Plant, machinery and equipment will be fitted with effective silencers where available will be utilised for the works. Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where possible, inherently quiet plant will be selected for construction works. Where appropriate, pumps and generators will be sound-reduced models with fitted, lined, and sealed acoustic covers.
- All plant will be operated in such a way that minimises noise emissions and be switched off when not in use.
- Planned working hours will allow for a quiet period during the day when construction stops, which will allow for undisturbed foraging time.

All works will be restricted to the A830 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 introduce invasive non-native species (INNS), invasive native perennials, or injurious flowering plant species.

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 A830 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 A830, particularly during daytime works. The night works are of short duration (3 nights) and all works 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.

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 are considered to be low:

- Works will be strictly limited to areas required for access and resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds 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 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 shall 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.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- 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 night works or 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.

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.
- Road planings will be recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be 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 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.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles. The works are anticipated to take place during both daytime and night-time hours. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. 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.
- The Environmental Health Officer (EHO) for the Highland Council will be notified of works undertaken at night.
- 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 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, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- A 'soft start' will be implemented on site each day to ensure that there is a gradual increase in noise.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

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

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.

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 public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.

- Any changes of schedule (e.g. change from night-time works to daytime works) will be communicated to travelling public throughout the programme.
- 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

During resurfacing works, there is potential for temporary impacts on the water environment. 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/flooding) during works have the potential to have a direct or indirect effect on the 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 Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) 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 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 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 must 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 schemes have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to local waste management facilities.

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 are restricted to the made ground of the A830 carriageway and TM will be designed in line with existing guidance. TM will consist of a mixture of full road

closures with hourly amnesties for night works and single lane closures with two-way traffic lights for day works.

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

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

Assessment cumulative effects

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 within the last six months.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified ongoing roadworks lying 370m west of the proposed works. These are rock slope remediation works programmed by BEAR Scotland. The rock slope works have been ongoing since May 2025 and will be completed before the start date of resurfacing. There is one other resurfacing scheme happening along the A830 in July with a duration of three nights and will be concluded prior to the beginning of these works. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

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

Due to the proposed works being located within Moidart and Ardgour SPA, an HRA was undertaken to assess potential effects of the proposed resurfacing works on this site. An Appropriate Assessment was carried out which concluded no AESI as a result of 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 which includes a scheme location which is greater than 1ha in area, and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are all situated in whole in the Moidart and Ardgour Special Protection Area (SPA) which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- Construction activities are restricted to the three individual scheme locations (two of which are less than 1ha in area and one of which is greater), along an approximate 10km length of the A830 carriageway.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.

- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface will reduce the road noise levels and in turn will reduce disruption to the receptor located in proximity to the scheme.

Location of the scheme:

- The project fully lies within the existing A830 trunk road boundary and lies fully within the Moidart and Ardgour SPA. Due to the localised, minor nature of the works and mitigation measures, no AESI are predicted on the qualifying features of the SPA, as concluded in the HRA.
- The scheme does not lie within or adjacent to any other protected areas.

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.

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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