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Environmental Impact Assessment Record of Determination

A830 East of Loch Eilt - Resurfacing.

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on a stretch of the A830 trunk road, approximately 5km west from the village of Glenfinnan. The scheme covers an approximate area of 0.201ha and is 300m in length. Carriageway resurfacing will involve the milling out and replacement of bituminous material and the replacement of road markings. Grip cutting and clearing of ditches is also included in the scheme. The package of works will include:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Lay new surface course.
- Roll surface and allow it to go off.
- Install road markings and studs.
- Grip cutting and ditch clearing.
- Remove TM and open road.

The works are currently programmed to be completed within the 2026/2027 financial year, scheduled to take place from 16/11/2026, over a duration of 10 days, utilising a daytime working pattern (07:00 – 19:00). Changes in the programme may result in a change to the proposed working hours/commencement dates. The works are necessary to rectify surface deterioration.

Traffic Management (TM) will include two-way temporary traffic lights with 10mph convoy (07:00 – 19:00). The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8 (Traffic signs manual chapter 8). Site access and plant storage will be located within the TM. If the programme changes, this may result in amendment to the exact TM requirements.

Location

The scheme is located on a stretch of the A830 trunk road approximately 5km west from the village of Glenfinnan within Highland Council (Figure 1). The scheme has the following National Grid Reference (NGR):

- Scheme start point NGR: NM 84194 81646
- Scheme end point NGR: NM 83966 81799

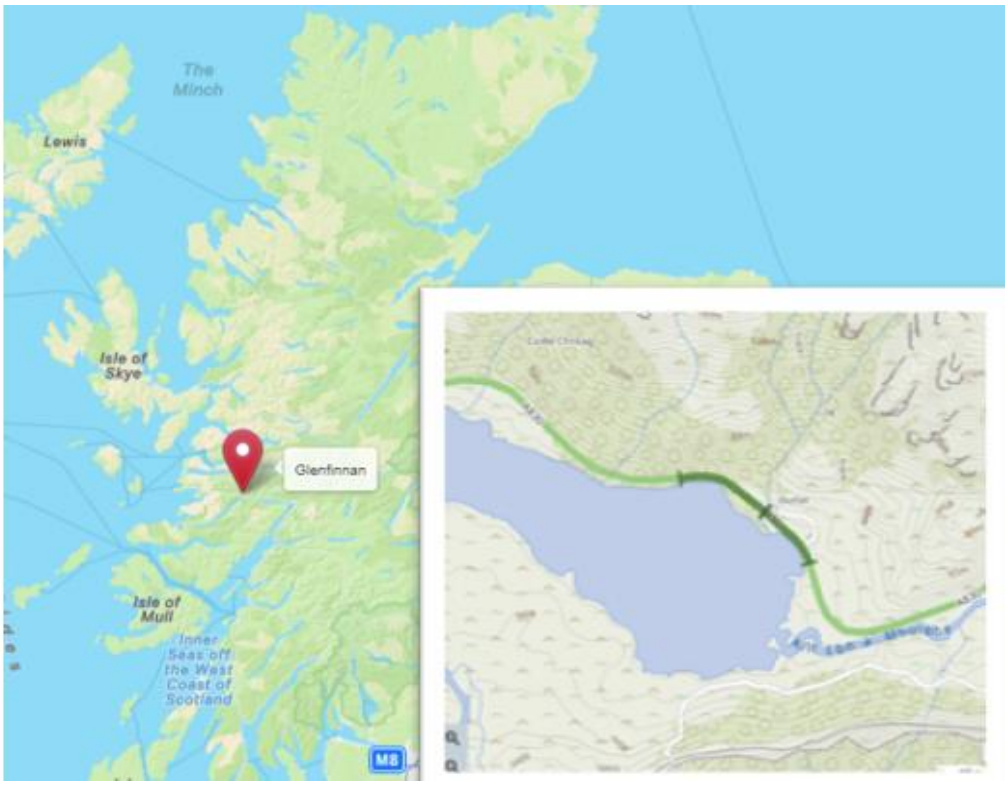


Figure 1. Location and scheme extent of the proposed resurfacing works at A830 East of Loch Eilt

Description of local environment

Air quality

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

There are no air quality monitoring stations located within 10km of the proposed works (Scottish Air Quality).

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

The annual daily total (ADT) of traffic on the A830 carriageway as provided by Transport Scotland, was recorded as 9,308 vehicles in 2025, of which 7% were heavy goods vehicles (HGVs).

Baseline air quality in the study area is mainly influenced by vehicles travelling along the A830 trunk road. Secondary sources are derived from rural activities associated with land management within the area.

Cultural heritage

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

There is one Historic Environment Record (HER) within 300m of the scheme extent, which lies approximately 170m northeast of the A830 carriageway (*Muidhe platform*). There are no National Records of the Historic Environment (NRHE) present within 300m of the scheme.

Construction of the A830 is likely to have removed any archaeological remains that may have been present within the upper engineered layers, and as such, the likelihood of presence of undiscovered features is considered to be low.

Landscape and visual effects

The scheme is not located within a National Park (NP) or National Scenic Area (NSA) (SiteLink).

The Landscape Character Type (LCT 238) within the scheme extent is recorded as Rugged Massif - Lochaber, which has the following key characteristics:

- Rugged character, a crinkled skyline and a landform accentuated by rocky outcrops and glacial debris.
- Large rocky masses drawing the eye upwards to ice-scoured rounded summits.
- Often a transitional landscape with indistinct boundaries with other Landscape Character Types.
- Often in remote, unsettled and inaccessible locations which, combined with the rugged relief, accentuates the wild character of these areas.
- Thin soils supporting sparse cover of grasses and heather on higher, drier slopes.
- Birch scrub and some oak woodland on lower slopes and within burn gullies and hanging valleys.
- Extensive sheep and deer grazing with stalking and hill walking as popular activities.
- Forestry occurring over small areas on flatter, lower slopes.

Land use (HLAmap) within 300m of the scheme extent is classified as a combination of managed woodland, rough grazing and freshwater area (Loch Eilt).

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

The A830 carriageway is a prominent linear landscape feature. The road corridor, for example, has a distinct character shaped by fast-flowing traffic, road markings, safety barriers, signage, landscaping, lighting etc. The scale of the carriageway detracts from the quality and character of the wider landscape.

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

Biodiversity

The scheme extent lies within the boundary of the Moidart and Ardgour Special Protection Area (SPA) (SiteLink). A Habitats Regulations Appraisal (HRA) has been undertaken for this site; refer to the relevant assessment section below for details.

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

A search of the National Biodiversity Network Atlas (NBN Atlas) within 2km of the scheme during the last ten-year period returned no records of protected species within the vicinity of the works. Only records with attributions OGL, CC0, and CC-BY (open use) were included in the search criteria.

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

A search of NBN Atlas identified no records of invasive and injurious plant species (as listed in the NMC Contract) using the same search criteria.

A search of Transport Scotland's Asset Management Performance System (AMPS) highlighted one record of the following invasive native perennial plant; rosebay willowherb (*Chamaenerion angustifolium*) growths of which have been recorded on the eastbound verge within the scheme extent.

Habitat surrounding the A830 carriageway is predominantly sparse upland with some wooded areas at lower altitudes and Loch Eilt which lies approximately 5m west from the A830 carriageway at its closest point, providing significant freshwater habitat.

An area of ancient (of semi-natural origin) woodland lies approximately 15m northwest from the scheme (Ancient Woodland Inventory).

There are no Tree Preservation Orders (TPOs) present within 300m of the scheme (Highland Tree Preservation Orders).

Previous ecological surveys were undertaken by the BEAR Scotland NW Environment Team in proximity to the proposed works in September 2024 and July 2025.

Geology and soils

There is one Geological Conservation Review Site (GCRS) located adjacent to the scheme extents (within approximately 5-10m), 'Fassfern to Loch Ailort Cuttings'. However, the scheme does not lie within a geological-based Site of Special Scientific Interest (SSSI).

Bedrock within the scheme extent is comprised of: Lochailort Pelite Formation – Psammite and pelite (BGS Geology Viewer). There is no recorded superficial deposits within the scheme.

The local soil type is recorded as peaty gleyed podzols with peaty gleys with peaty rankers (Scotland's Soils).

Soils within the scheme extent are recorded as being 'Class 4', as displayed on Scotland's Carbon and Peatland Map . Class 4 soils are associated with an area unlikely to be associated with peatland habitats or wet and acidic type.

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 the worn carriageway, likely requiring binder inlay, and reinstallation of road markings. Materials used will consist of:

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

All road planings will be managed in accordance with Scottish Environment Protection Agency (SEPA) Position Statement WAS-G-DEF-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.

If any coal tar contaminated road planings are identified, they will be classified as a Special Waste. Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings. Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility, and SEPA will be notified prior to the Special Waste leaving site.

Any waste from the drainage works can be left within the scheme extents under SEPA LRWA 9, '*Depositing non-hazardous waste dredging material from inland waters, or sustainable urban drainage systems, on land near to where the dredging takes place*'.

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

No site compound is required for these works. Storage of plant and equipment will be within the A830 carriageway.

Noise and vibration

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

Works are not located within a Candidate Noise Management Area (CNMA) as defined by the Transport Noise Action Plan (TNAP) 2024 to 2028 (Road maps).

Noise modelled data indicates average noise level during the day, evening and night (LDEN) ranges between 55 and 65dB within the A830 and its associated verges (Scotland's Noise Map).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A830 carriageway. Secondary sources are derived from vehicles travelling along the local road network and rural activities associated with land management within the area.

Population and human health

There are no residential or commercial properties located within 300m of the scheme. However, there is one building which is accessed via the A830 carriageway within the scheme extent and is located approximately 15m northeast from the A830 trunk road, its usage is unclear but could potentially be an electricity or monitoring station. There is one layby located on the eastbound carriageway within the scheme extent. There are no pedestrian footpaths or bus stops located within the scheme extents.

The are no National Cycle Network (NCN) routes (OS Maps) or walking routes listed on Core Paths in Highland Council within 300m of the scheme. There is one walking route listed on WalkHighlands *'Beinn Odhar Bheag and Beinn Mhic Cedidh'* which utilises a path which lies approximately 95m south from the A830 carriageway.

Transport Scotland's manual data counter (Site name ATC01070) located approximately 28km west from the scheme, recorded an annual daily total (ADT) of 9,308 motor vehicles in 2025, of which 7% were Heavy Goods Vehicles (HGVs).

According to Scottish Road Works there are no other works scheduled within 300m of the scheme (Scottish Road Works Online).

TM will consist of two-way temporary traffic lights with 10mph convoy (07:00 – 19:00).

Road drainage and the water environment

'Loch Eilt' (ID: 100206), which is a lake, in the Ardnamurchan Coastal catchment of the Scotland River basin district, lies approximately 5m west from the scheme. It was awarded and overall status of 'good' in 2024 by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) (Water Classification Hub).

'Allt Lon a Mhuidhe' (ID: 20408) is a river in the Ardnamurchan Coastal catchment of the Scotland River basin district. At its closest point lies approximately 30m southwest from the A830 carriageway. It was awarded an overall status of 'good' in 2024 by SEPA (Water Classification Hub).

'Fort William' (ID 150696) groundwater body, which underlies the scheme, has been classified by SEPA in 2024 as having 'good' overall condition (Water Classification Hub). This groundwater body is also designated as Drinking Water Protected Areas (ground and surface).

There are multiple unclassified surface waterbodies and culverted drainage that may be present within 300m of the scheme, including one which is culverted below the A830 carriageway within the scheme extent and discharges into Loch Eilt.

The SEPA indicative surface water online SEPA Flood maps tool records that the scheme falls within an area that has a high likelihood (10% chance) of surface water/small watercourse flooding and a medium likelihood (0.5% chance) of river flooding each year.

Climate

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

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published

advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

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

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

Policies and plans

This Record of Determination 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 cold milling in preparation of carriageway resurfacing, the clearing of ditches and grip cutting, 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 the air are considered to be low.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste from site will have sheeted covers.
- Ancillary plant and vehicles will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant and vehicles will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimising cutting and grinding on-site, (b) reducing operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving the site, preventing the spread of dust beyond the work area.

- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions 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).

Cultural heritage

All works are confined to the upper engineered layers of the A830 carriageway and are restricted to replacement of like-for-like road surfacing material. Therefore, the works do not include any alterations that could affect the historic and architectural character of the noted cultural heritage records or features.

In addition, construction of the A830 road corridor is likely to have exposed/removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low.

As standard, the following good practice measures will be in place to reduce the risk of impacts to existing and undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- Historic Environment Scotland will be consulted with as required, in the event of any discovery/exposure of suspected archaeological features.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Access required out with these areas will be reduced as much as is reasonably practicable and will utilise as few access points/tracks as possible.

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, and materials are restricted to areas of made/engineered ground on the A830, and construction works are programmed to be of short duration, undertaken during the daytime on a rolling programme. As such, the visual impact of the works will be minimal. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, minimising the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

The proposed works lie within Moidart and Ardgour SPA, BEAR Scotland produced a HRA to assess the ecological connectivity of the proposed works on the qualifying feature of the SPA. The HRA Proforma concluded that the proposed works would not result in Likely Significant Effects (LSE) on the qualifying feature of the Moidart and Ardgour SPA based on the following factors:

- No in-water works are required, and works are restricted to the A830 carriageway boundary; as such, no direct impacts (e.g., habitat loss) will occur.
- Given the minor and localised nature of the works, the lack of requirement for in-water works, and adherence to good practice measures for pollution

prevention, no risk of significant pollution impacts (to watercourses or associated feeding grounds) was identified.

- Although the works will result in a temporary (localised) increase in noise, this is unlikely to significantly affect the qualifying feature of the SPA due to the transient nature of the works.
- Although daytime works may require artificial lighting, the works will be transient, and lighting will be directed in a way to avoid light spillage within the surrounding environment.
- No sightings or signs were observed on previous surveys and no suitable nesting features (e.g., cliffs, large trees) were noted within the vicinity of the A830 carriageway.

The habitat surrounding the works indicates the potential for presence of protected mammal 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 and the scheme is of short duration. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

A search of Transport Scotland's Asset Management Performance System (AMPS) identified a record of rosebay willowherb within the eastbound verge. However, works are restricted to the trunk road boundary, with minimal access to road verges required, and as such it is unlikely that any injurious or invasive plant species will be encountered during the works.

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

- No in-water works will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.

- Site personnel shall remain vigilant for the presence of any protected species, throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- Artificial lighting (where required) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified on site, all works within 30m of the nest will stop until the BEAR Scotland NW Environment Team can provide advice.
- A 'soft-start' will be implemented on site each 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.
- 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 will not 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 shall 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-G-DEF-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.
- The waste from the drainage works can be left within the scheme extents under SEPA LRWA 9, '*Depositing non-hazardous waste dredging materials from inland water, or sustainable urban drainage systems, on land near to where the dredging takes place*'.
- 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 must 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 shall be produced and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- No presence of coal tar is anticipated, however, if it is identified it will be processed as follows:
    - Any coal tar contaminated road planings will be classified as Special Waste.
    - Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings.
    - Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility.
    - SEPA will be notified at least 72 hours before (and no longer than one month before) Special Waste leaving site.
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA and there are no residential properties within 300m of the scheme. Works will be completed during daytime hours, on a rolling programme. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

The road surface is in a poor condition, with a series of defects. Replacing this road surfacing affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- The Environmental Health Officer (EHO) from Highland Council will be notified of the works.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1874, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Drop heights from vehicles will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on vehicle travellers. TM involves two-way TTL with 10mph convoy, during daytime hours 07:00am to 19:00pm, however, no significant congestion issues are noted during the proposed construction hours.

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

- The works schedule and any changes to this will be communicated to residents of the wider area prior to and throughout the programme in case of any changes.
- Construction lighting will consider the need to avoid illuminating surrounding environment and any buildings adjacent to scheme extents to avoid any light nuisance, and non-essential lighting will be switched off at night.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within 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 proposed works will not entail any in-water works.
- Standard working practices to comply with The Environmental Authorisations (Scotland) Regulations 2018 (EASR) for works in or near water will be detailed in the SEMP and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground/stone around the site of a spill shall 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 shall also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- All mitigation measures detailed within 'Air Quality' and 'Material Assets and Waste' will be adhered to.
- The works will utilise the use of Warm Mix Asphalt (WMA) for binder layer in favour of Hot Mix Asphalt (HMA).
- Local contractors and suppliers will be used as far as practicable to reduce furl use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill, where required.

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

Vulnerability of the project to risks

Works are restricted to areas of engineered ground of the A830 trunk road and traffic management will be designed in line with existing guidance. TM will consist of two-way TTL with 10mph convoy, during daytime hours 07:00am to 19:00pm.

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

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

The HRA Proforma completed to assess potential impacts of the works has concluded that there will be no LSE on the qualifying feature of the Moidart and Ardgour SPA as a result of the works.

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

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

- The total working area is less than 1ha (approximately 0.201ha and 300m in length).
- Resurfacing works will be restricted to the trunk road boundary and works will be like-for-like in nature.
- The works will be temporary, localised and will be completed during daytime hours.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

- Removal of the carriageway defects will provide this section of the A830 carriageway with an extended life cycle and will significantly improve the ride quality which will result in safer conditions for road users.
- Measures will be in place to ensure appropriate removal and disposal of waste.

Location of the scheme:

- The scheme is located wholly within Moidart and Ardgour SPA; however, no permanent visual impacts on the SPA or local landscape will result from the works. Temporary visual impacts during construction will be minor, highly localised, and of short duration.
- The HRA Proforma also concluded no LSE would occur on the qualifying feature of Moidart and Ardgour SPA as a result of the works.
- The scheme located adjacent to the 'Fassfern to Loch Ailort Cuttings GCRS', within approximately 10m at its closest point. However, works are restricted to the A830 road boundary and as such, no work will take place within this GCRS and no land take will be required.
- The scheme is not located within or adjacent to any other protected sites or 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.

References of supporting documentation

F565 Habitat Regulation Appraisal (HRA) Proforma – Moidart and Ardgour Special Protection Area (SPA) – BEAR Scotland, November 2025

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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