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Environmental Impact Assessment Record of Determination

A830 East of Ranochan - Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a stretch of the A830 carriageway west of Glenfinnan. The works will consist of carriageway resurfacing and reinstatement of road markings throughout the full scheme extent. The scheme will take place over a length of approximately 268m, covering a total area of approximately 0.16ha.

The main plant will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site;
- Mill out old surface course;
- Lay new surface course;
- Roll surface and allow it to set;
- Mark out lining schedule on site; and
- Remove TM and open road.
- Lining/studding may be carried out at a later date under mobile TM or lane closures.

The works are currently programmed to be completed within the 2025/2026 financial year. Works are expected to be completed over three nights; however, changes in the programme may result in the need for day-works.

TM will consist of a full road closure with hourly amnesties. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The scheme is located on the A830 in the Highland Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: [NM 83716 81910](#)
- Scheme End: [NM 83569 81964](#)

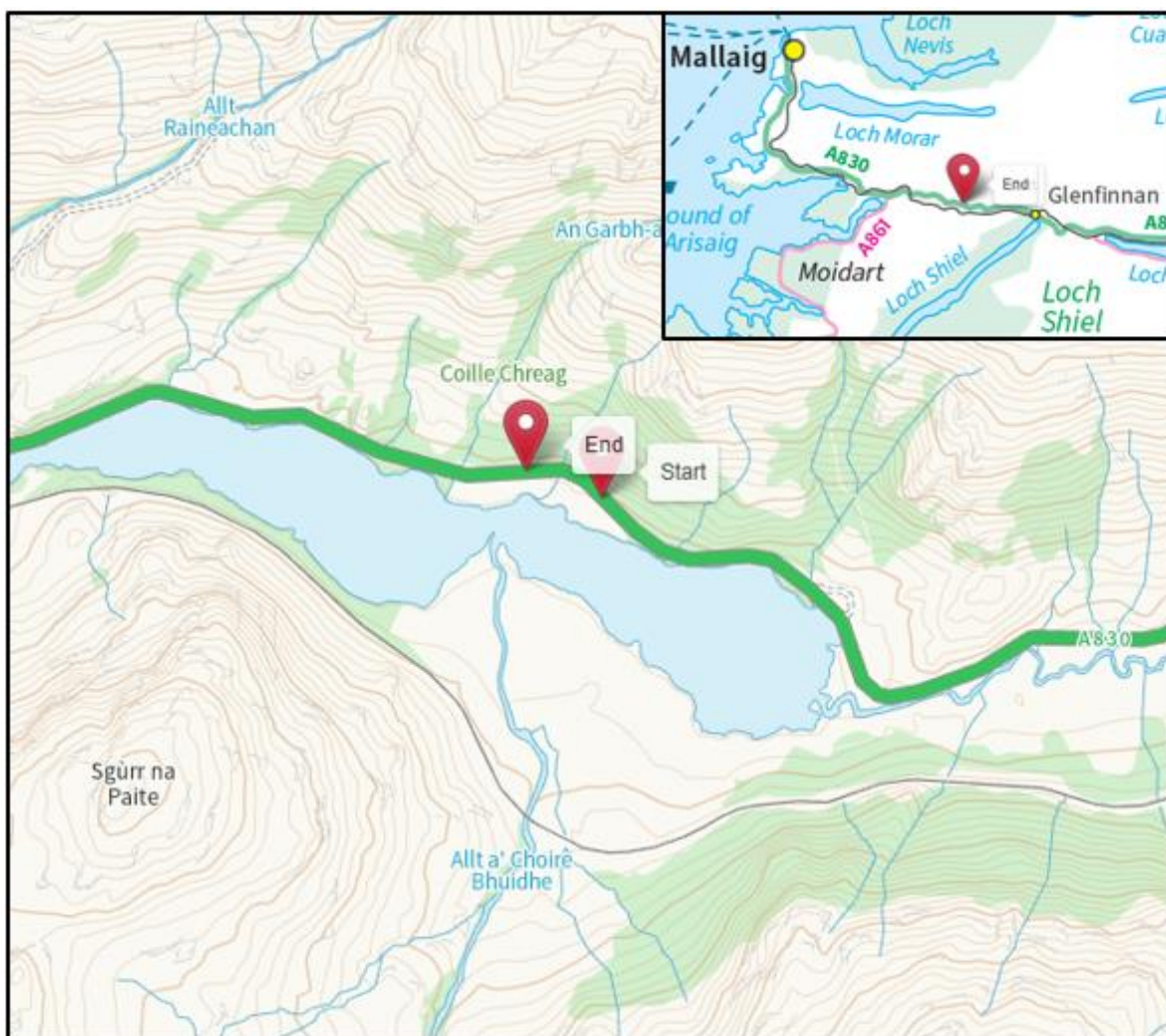


Figure 1. Location and scheme extent of the proposed resurfacing works at A830 East of Ranochan.

Description of local environment

Air quality

No Air Quality Management Areas (AQMA) are located within 10km of the proposed works ([Air Quality in Scotland](#)).

No Air Quality Monitoring Stations (AQMS) are located within 10km of the proposed works ([Air quality in Scotland](#)).

No Scottish Pollutant Release Inventory (SPRI) sites (which records air pollutant releases) are located within 10km of the scheme ([Scotland's Environment](#)).

Baseline air quality is likely influenced by traffic along the trunk road.

The average annual daily flow (AADF) of traffic in 2024 on the A830 carriageway as provided by Transport Scotland, was recorded as 9,352 vehicles, of which 6.8% were heavy goods vehicles (HGVs).

Cultural heritage

No Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage sites were identified within 300m of the scheme ([PastMap](#)).

There is one National Record of the Historic Environment (NRHE) and Historic Environment Record (HERs) within 300m of the scheme extent, which lies on the opposite side of the adjacent Loch Eilt (Loch Eilt Farmstead).

Construction of the A830 carriageway is likely to have removed any archaeological remains that may have been present within the carriageway boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

Landscape and visual effects

The scheme does not lie within a National Park or a National Scenic Area (NSA).

The Landscape Character Type (LCT) within the study area is 'Rugged Massif - Lochaber' (no. 238) ([Scottish Landscape Character Types](#)). This LCT is characterised by:

- 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 ([HLA](#)) within 300m of the scheme extent is classified as a combination of managed woodland, rough grazing and freshwater area.

The land surrounding the trunk road is classified as 6.2 – ‘Land capable of use as rough grazing with moderate 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.

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.

There are no [Local Nature Conservation Sites](#) (LNCS), Sites of Special Scientific Interest (SSSI) or Local Nature Reserves (LNRs) within 300m of, or which share connectivity with, the scheme extent ([SiteLink](#)).

A search of the Asset Management Performance System (AMPS) records no injurious weeds or invasive non-native species (INNS), as located within 300m of the scheme extent.

The [Ancient Woodland Inventory Scotland](#) records one area of ancient woodland, classified as ancient (of semi-natural origin), as lying adjacent to the scheme extent.

Geology and soils

There are no [Local Geodiversity Sites](#) (LGS) or geological Special Scientific Interest (SSSI) with connectivity to the scheme.

There is one [Geological Conservation Review Site](#) (GCRS) located within the scheme extent. The 'Fassfern to Loch Ailort Road Cuttings' GCRS lies within the footprint of the works.

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

- Lochailort Pelite Formation – Psammite
- Reidh Psammite Formation – Psammite and Pelite

The mapping tool does not record any superficial deposits within the scheme extents.

Soils within the scheme extent are recorded as being 'Class 4' as displayed on [Scotland's Peat Map](#). Class 4 is considered to be predominantly mineral soil with some peat soil.

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 required to resurface the worn carriageway and reinstate road markings. Materials used will likely consist of:

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

Wastes are anticipated to be planings from the carriageway surface course, which will be fully 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 will be 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.

A Site Waste Management Plan (SWMP) is not required for the scheme. Coal tar has not been highlighted as being present within the scheme extent.

Noise and vibration

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 59 and 64dB on the road ([ScotGov](#)).

Baseline noise and vibration in the study area is mainly influenced by vehicles travelling along the A830 trunk road.

Population and human health

There are no residential or commercial properties located within 300m of the scheme extent.

There are no laybys, access roads or footpaths within 300m of the scheme extent. Street lighting is not present within the scheme extent.

There are no [Core paths](#), walking routes, as listed on [WalkHighlands](#), or [National Cycle Network](#) (NCN) routes within 300m of the scheme extent.

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.

Road drainage and the water environment

The A830 carriageway is located along Loch Eilt (ID: 100206) at a distance of 40m. This lake has been classified by the Scottish Environment Protection Agency (SEPA) in 2023 under the Water Framework Directive 2000/60/EC (WFD) as having an overall status of 'Good' ([SEPA](#)).

There are multiple unclassified waterbodies that are located within 300m of the scheme extent, including one being culverted below the A830 carriageway within the scheme extent.

A search of the [SEPA Flood Map](#) identifies that there is a high risk of surface water flooding within the scheme extents, with a 10% chance of flooding every year.

A search of the [Scotland's Environment](#) (SE) online mapping tool determined that the trunk road, within the scheme extents, lies on the 'Fort William' groundwater body, which has been classified as 'Good'. The scheme falls into a Drinking Water Protected Area for groundwater.

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.

- 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.
- Green driving techniques will be adopted, and effective route preparation and planning to 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.
- Surfaces will be swept where loose material remains following planing.

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

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 would 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 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.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot.

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 this RoD.

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, works will be restricted to the A830 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface and will be carried out over a short duration (3 nights).

Land use will not change as a result of the works, and the works will not result in any 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 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

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-construction survey will be undertaken.
- 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 shall be utilised during construction.
- Where possible, inherently quiet plant shall 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. The scheme is of short duration (3 nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

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 night-time hours; however, if the programme changes, there may be a requirement for day works. No residential properties are located within 300m of the scheme. 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.
- 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 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 should be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays 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 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 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 disposed at local landfill.

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

Vulnerability of the project to risks

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 full road closure with hourly amnesties.

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 ([Map Search](#)) identified no planning applications within 300m of the scheme in the last 6 months.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified ongoing roadworks lying 210m east 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 A830 East of Ranochan resurfacing. There are three other resurfacing schemes happening along the A830 in July and August, the duration of each ranging from between a few days to a maximum of two weeks. None of these will be happening at the same time at the A830 East of Ranochan 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 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 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.
- Resurfacing works will be like-for-like in nature.
- The works will be temporary, localised and will be completed during night-time 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.

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 scheme will be located within the existing A830 road boundary and as such, no land take will be required.
- The HRA did not identify any AESI on the qualifying features of Moidart and Ardgour SPA as a result of works.

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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