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Environmental Impact Assessment Record of Determination

A830 Kinlocheil to Glenfinnan (Phase 1) – Tree Felling

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Project Details

Description

BEAR Scotland, on behalf of Transport Scotland, will undertake tree felling works along a section of the A830 and will be carried out in two phases. Phase 1, which is split into six sections, covers a distance of 4.1km, and will include works on both the northbound (NB) and southbound (SB) verges. Details of Phase 2 works are yet to be confirmed. These works will occur at a later date and are not included in this assessment.

Phase 1 works will include vegetation and tree clearance up to 5m from the road edge, and are required to clear encroachment onto signs, laybys, and the A830 carriageway, and to improve forward visibility. The total area of vegetation removal for Phase 1 is approximately 2.14ha and approximately 2,150 small-medium sized trees.

Key plant and equipment to be used on site include a tractor with mulching head, Hiab lorry, chainsaws, pole saws, woodchipper, fuel and oil for machinery.

Phase 1 works are currently programmed to begin in Autumn 2025 with a provisional start date of 1st of December 2025. Works will be carried out over approximately 5 weeks within daytime hours. Traffic Management (TM) will consist of temporary traffic lights (TTLs) and verge working where possible. The scheme is located on a trunk road stretch with no pedestrian facilities present, however non-motorised users (NMUs) will still be accommodated within TM.

Location

The scheme lies on a 4.1km stretch of the A830 trunk road within the Highland Council administrative area (Figure 1). The scheme is split into 6 sections (Figure 2 & 3). The full scheme is located between the following National Grid References (NGRs) NM 99807 78610 and NM 95967 79333.

Individual sections are located between the following NGRs:

	Start NGR	End NGR
Section 1	NM 99627 78648	NM 99509 78678
Section 2	NM 99468 78691	NM 95967 79333
Section 3	NM 96009 79350	NM 97363 79209
Section 4	NM 97633 79169	NM 97771 79131

	Start NGR	End NGR
Section 5	NM 97808 79116	NM 98375 78864
Section 6	NM 98438 78844	NM 99752 78630



Figure 1: Scheme Location. Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

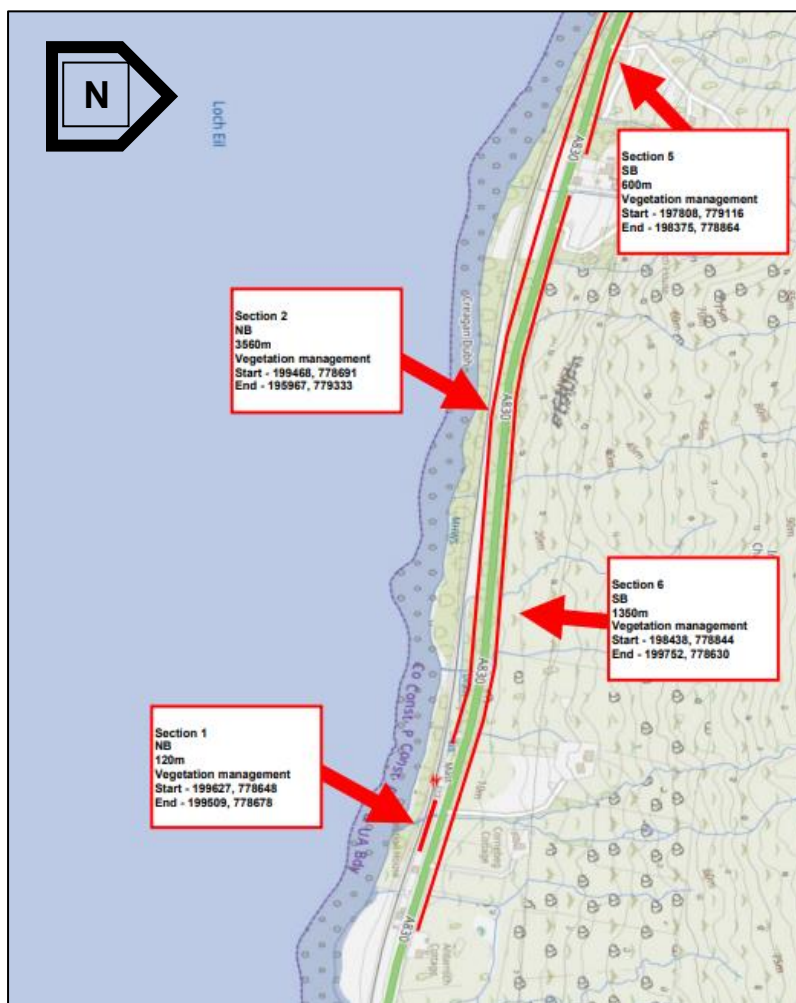


Figure 2: Sections 1, 2, 5 & 6. Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

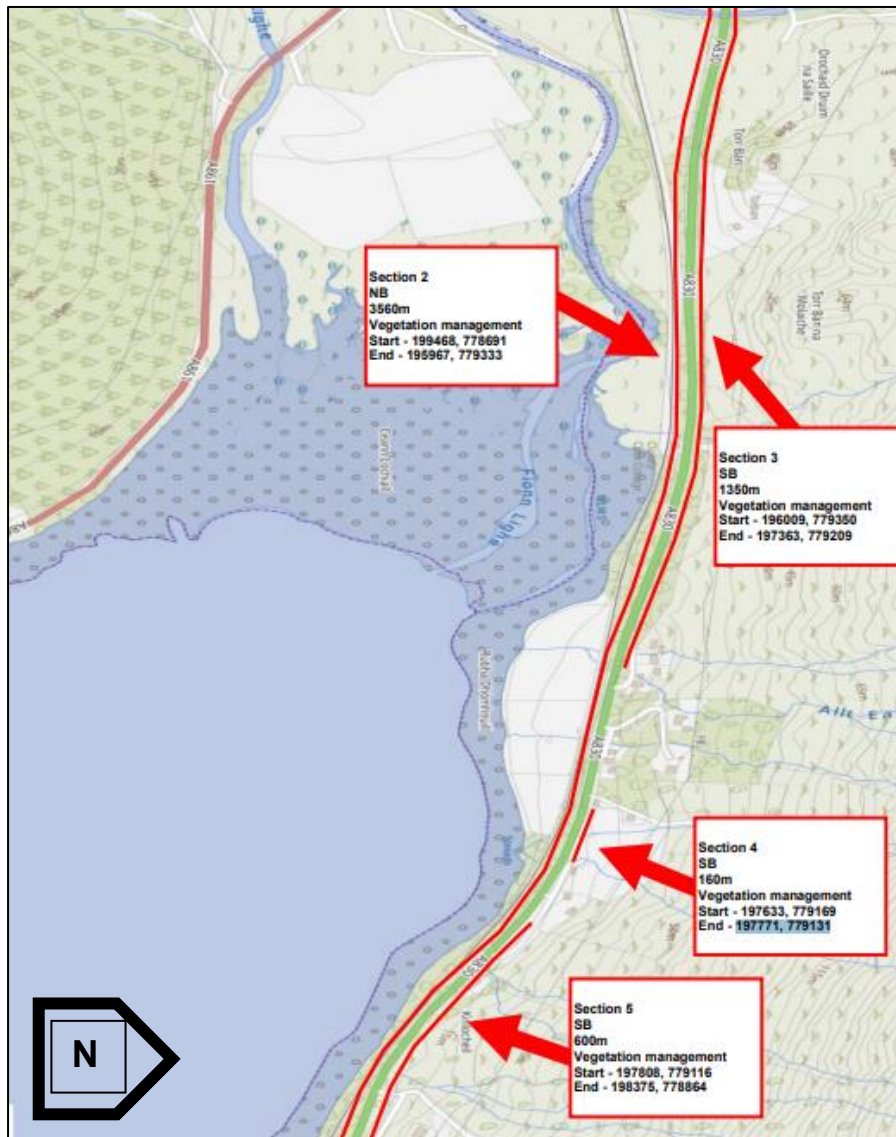


Figure 3: Sections 2, 3, 4 & 5. Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

The scheme does not lie within 10km of an Air Quality Management Area ([Scottish Air Quality](#)) or within 10km of any Air Quality Monitoring Stations ([Scottish Air Quality](#)).

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

Baseline air quality for this scheme is likely primarily influenced by traffic along the A830 trunk road. Secondary releases are likely delivered by agricultural activities within the surrounding area.

Cultural heritage

A search of the [PastMap](#) online cultural heritage mapping tool revealed that there are several Historic Environment Records (HERs) and National Historic Environment Records (NRHEs) within 300m of the scheme. The closest record is both a HER and NRHE, and lies within the scheme extent:

- Kinlocheil Township
 - HER Reference: MHG35026
 - NRHE Reference: 145130

Additionally, there are three Listed buildings within 300m of the scheme:

- Kinlochiel Mission Church (Reference: LB7073, Category B), located 5m north of the A830.
- Snowburn Steading, Kinlocheil (Ref: LB7074, Category B), located 10 north of the A830.
- Druim Na Saille Bridge over Fionn Lighe River, Kinlochiel (Ref: LB7072, Category B), located 70m north of the A830 at the western scheme extent.

No Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage sites are recorded within 300m of the scheme.

Landscape and visual effects

The scheme does not lie within any National Parks (NP) or National Scenic Areas (NSA) or any other site designated for its landscape and visual character ([SiteLink](#)).

The scheme lies within the 'Lochs with Settled Edges' Landscape Character Type' ([LCT 234](#)).

'Lochs with Settled Edges' has the following key characteristics:

- Flat landscape contained between steep loch sides and open water.
- Extensive agriculture and settlement confined within a narrow lochside fringe, whose foreshore is subject to tidal influence.
- Loch heads and river mouths that permit more extensive farming and built development, including housing and small industrial estates.
- Communications confined to narrow loch edges where shingly beaches, rocky headlands, wooded banks and marshy platforms form a diverse water's edge.
- Extensive tracts of oak-birch woodland climbing from the lochside up into the foothills, often engulfing the settled edge and providing an enclosed microlandscape.
- Dense commercial forests descend to loch shore in some locations.
- Occasional policy grounds of big houses along the loch edge give rise to a proliferation of rhododendron and other ornamentals in some places, providing a lush and sheltered character.
- Linearly arranged crofting communities with vivid green croft fields contrast with the more subdued duller colours of surrounding hills.

Land use surrounding the scheme is comprised of multiple land uses, as follows ([HLA map](#)):

- Managed woodland
 - Much managed woodland is 'ancient', generally consisting of broad-leaved species or native pine woods, characterised by space between the trees. The wood used to be taken by coppicing or other traditional means.
- Crofting township
 - Crofting townships of the later 18th and 19th centuries consist of strips of land, each with a dwelling, usually arranged along a road. They are typical of the north and west highlands and islands.
- Rectilinear Fields and Farms
 - Rectilinear field boundaries and associated farm steadings and other buildings are typical of agricultural improvements since the 1700s. Recent amalgamation of these fields is common.
- Urban area
 - Cities, towns and large villages with their housing, individual shops and places of education or worship, as well as prisons and hospitals,

municipal buildings and hotels are noted as urban areas. Very small clusters of houses in the countryside are also included

The majority of the scheme is made up of Managed Woodland.

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. The scheme lies approximately 15km west of Fort William on the A830 trunk road.

Biodiversity

Moidart and Ardgour Special Protection Area (SPA) (Site code: [10115](#)) lies approximately 1.24km south of the scheme.

No other designated biodiversity sites lie within 2km of, or share wider connectivity with, the scheme ([SiteLink](#)).

The National Biodiversity Network Atlas ([NBN Atlas](#)) records no protected mammal species within 2km of the scheme during the past ten years. Only records with open-use attributions (OGL, CC0, CC-BY) were included in the search criteria:

Numerous bird species were also recorded on NBN Atlas within the same search criteria. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas holds the following records of injurious weeds (as listed in the Network Management Contract (NMC)) under the same search criteria:

- Broad-leaved dock (*Rumex obtusifolius*)
- Common ragwort (*Jacobaea vulgaris*)
- Creeping thistle (*Cirsium arvense*)
- Curled dock (*Rumex crispus*)

Transport Scotland's Asset Management Performance System (AMPS) also records the following Invasive Non-Native Species (INNS) and injurious weeds within the scheme extents:

- Japanese knotweed (*Fallopia japonica*) *
- Common ragwort
- Rosebay willowherb (*Chamaenerion angustifolium*)

*The INNS are denoted by a **

Habitat surrounding the scheme is dominated by woodland, agricultural areas, few urban areas and Loch Eil just south of the scheme.

There are no areas that are recorded on the Ancient Woodland Inventory ([AWI](#)) within 300m of the scheme.

[Highland Council](#) do not have any records of any Tree Preservation Orders (TPO) within 300m of the scheme.

A site visit was undertaken on the 7th of October 2025 by the BEAR NW Environment team to assess ecological constraints out to a 30m buffer from the works area.

Geology and soils

The entire scheme lies within the Geological Conservation Review Site (GCRS) Fassfern to Loch Ailort Road Cuttings (Site code: [9581](#)).

Bedrock geology within the scheme extent is recorded as ([BGS](#)):

- Druim Na Saille Pelite Formation
- Tarvie Psammite Formation
- Upper Garry Psammite Formation

Superficial deposits within the scheme extent are recorded as ([BGS](#)):

- Peat
- Hummocky (moundy) Glacial Deposits
- Alluvial Fan Deposits - Gravel, sand, silt and clay.
- Raised Marine Beach Deposits Of Holocene Age - Sand and gravel

Component soils within the scheme extent are classed as peaty gleyed podzols with dystrophic semi-confined peat, and peaty gleys and humus-iron podzols ([Scotland's Soils](#)).

The surrounding area lies within a combination of the following Carbon and Peatland types ([Scotland's Soils](#)):

- Class 0 – mineral soils with no peatland vegetation
- Class 3 – predominantly peaty soil with some peat soil, peatland with some heath

- Class 5 – peat soil with no peatland vegetation

Material assets and waste

The proposed works will not require any new materials, however secondary materials such as fuel will be required for plant. The primary waste material will be vegetation.

Vegetation waste generated will be removed from site to a licenced waste facility or will be chipped on site where possible. No waste exemption code is required for this scheme. Additionally, there is also no requirement for a site compound or Site Waste Management Plan (SWMP).

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) or Candidate Quiet Area (CQA) ([Transport Scotland](#)).

L_{DEN} or 'day, evening, night average noise levels' are modelled within the scheme extent. Noise levels are recorded as being between 65-70dB on the A830 carriageway ([Noise map | Scotland's Noise](#)).

Given the semi-rural nature of the area, it is considered likely that the baseline noise will be low, with noise mainly influenced by the traffic travelling along the A830 carriageway. Secondary noise influences are likely to arise from local agricultural activities and nearby railway movements.

Population and human health

Approximately 18 residential properties lie within 300m of the scheme with the closest residential properties lying approximately 10m south and north of the scheme. These properties have minimal/no visual and acoustic screening. However, for the majority of the properties, there is an element of visual and acoustic screening as provided by intervening vegetation.

A railway line runs parallel to the A830 for the entirety of the scheme, at a distance of 10m away at its closest point. Additionally, Locheilside Train Station lies approximately 10m south of the scheme.

Two laybys are located within the scheme extent, as well as multiple junctions and access ways into agricultural land and residential homes.

There are no public footways, bus stops or street lighting along the A830.

There are no National Cycle Network routes ([OS Maps](#)) or core paths located within 300m of the scheme ([Highland Council](#)).

The Gulvain, near Kinlocheil [WalkHighlands](#) route meets the A830 carriageway at the western scheme extent. No other routes lie within 300m of the scheme.

The most up to date vehicle traffic counter recording the Average Daily traffic (ADT) count on the A830 nearest to the scheme lies approximately 4.5km west of the scheme (Site ID: 0000JTC08341) and counted an ADT of 845 vehicles in 2016 with 10.2% of these being Heavy Goods Vehicles (HGVs).

TM will involve TTLs and verge working where possible.

Road drainage and the water environment

The scheme is underpinned by the Fort William groundwater body (ID: 150696), in the Scotland river basin district. It is 2274.7 square kilometres in area and was given an overall status of 'Good' in 2023 by the Scottish Environment Protection Agency ([SEPA](#)) under the Water Framework Directive 2000/60/EC (WFD).

Loch Eil is a transitional water body (ID: 200090) that runs along the entirety of the scheme, approximately 65m south at the nearest point. It is 11.2 square kilometres in area and was given an overall status of 'Good' in 2023 by SEPA.

There are numerous watercourses (unclassified by SEPA) that are culverted below the A830 within the scheme extent which discharge into Loch Eil.

Throughout the scheme there are numerous areas that have a high likelihood (10% chance) of flooding due to river flooding and surface water and small watercourses ([SEPA Flood Maps](#)).

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

Activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be exhaust emissions from ancillary plant and vehicles as well as sawdust and debris from felling operations. 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.

- 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.
- 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

The works are not located within any protected cultural heritage sites, and no change will occur to nearby Listed Buildings. Although there are two cultural heritage features lying within the works area, these are undesignated and of low cultural value. In addition, both construction of the A830 trunk road and adjacent commercial forestry works are likely to have removed any archaeological remains that may have been present within this road corridor, and no excavation is required as part of the works.

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.
- 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 (including forestry tracks). 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 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. In addition, there will be a long-term visual impact upon completion of works due to the removal of trees and vegetation from the vicinity of the A830. However, these trees are being removed due to the high risk of falling during periods of high winds (which would also cause uplift of root plates, a greater visual impact) and to ensure better visibility to drivers travelling along the A830. The works are not located within any visually sensitive areas (such as National Parks or National Scenic Areas).

It is expected that all tree removal will take place within the trunk road boundary. If any tree clearance is required on third-party land, landowner consent will be obtained. If more than 5m³ of timber will be removed from third-party land, a felling

licence from Scottish Forestry will be required, which is likely to include compensatory planting as a condition of the licence.

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.
- Tree felling and vegetation clearance will be kept to the minimum amount necessary to ensure the safety of the relevant infrastructure (i.e. A830 trunk road boundary).
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

The scheme lies within 2km of the Moidart and Ardgour SPA. A Habitats Regulations Appraisal (HRA) concluded that Likely Significant Effects (LSE) could not be ruled out; however, with appropriate measures in place, the works are not anticipated to result in Adverse Effects on Site Integrity (AESI) due to the following considerations:

- No works will take place within the SPA and no supporting habitats within the SPA will be affected by works.
- Works are programmed for daylight hours outside of the breeding season (February to August inclusive).
- The scheme is located approximately 1.24km from the nearest part of the SPA and works will be focused on low-lying woodland comprised mostly of immature or semi-mature trees within the trunk road boundary. This habitat is not suitable.
- There is ample alternative foraging habitat within the SPA and wider area that will remain available outside of disturbance distance of the works.
- Planned working hours will allow for a quiet period when works stops to allow undisturbed foraging time.
- The risk of indirect effects due to pollution is considered to be negligible due to the distance from the SPA and limited connectivity.

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. There will also be a residual impact following the completion of works due to the felling of trees which may be used as habitat for protected species. However, a search of the NBN Atlas showed no records of any protected species within the last 10 years within 2km of the works and the site visit found no signs of protected species within the scheme extent.

Numerous injurious weeds and INNS were noted within 2km of the scheme; however, none were identified within the scheme extents during the site visit. Works will not require excavation of soil, so there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species. However, a relevant Toolbox Talk will be included within the SEMP in case any INNS are found in working areas.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A830 and the scheme is of short duration (five weeks of daytime works) and will be undertaken on a rolling programme. Works have also been programmed to take place well outside of the nesting bird season. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will avoid the nesting bird season as far as is reasonably practicable.
- If works are delayed and will take place during the nesting bird season (March to August inclusive), a nesting bird check will be undertaken within 48 hours prior to the works.
- Vegetation clearance works will be limited to the minimum area necessary to improve road safety.
- Trees to be removed will be recorded so that compensatory planting can be carried out in an appropriate area in future.
- 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 will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently

moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.

- Artificial lighting will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- 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.
- Plant, machinery and equipment must be fitted with effective silencers where possible. 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.
- All plant, machinery, and vehicles will be switched off when not in use

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

Geology and soils

The scheme is located within the GCRS Fassfern to Loch Ailort Road Cuttings, which has been designated for earth sciences/geological features. Due to location within the GCRS boundary, there is potential for the proposed works to result in impacts to the qualifying features of the site. However, it is not anticipated that any changes to the GCRS will occur by the virtue of the following factors:

- There is no requirement for land take (or resources) or excavation and the works are limited to the existing A830 carriageway verges.
- Works will follow best practice and will not promote the known negative pressures on the features; no development or dumping/storage of materials will occur out with the existing engineered carriageway boundary.

- Standard good practice measures, like containment measures for working near water, to prevent water and soil pollution will be detailed in the SEMP and adhered to on site.

All works are confined to the A830 carriageway boundary. Although excavation is not required, the vegetation clearance and tree felling may result in localised and minor soil exposure or disturbance. The following measures will be applied on site:

- The parking of machinery/vehicles and storage of equipment on road verges will be avoided.
- Upon completion of the works, any damage to the local landscape (i.e., damage to verges) will be reinstated.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to
- Additional pollution prevention measures as outlined in Road drainage and the water environment will be adhered to during construction.

With the above mitigation measures in place, it is anticipated that any geology and soils effects associated with the proposed works are unlikely to be significant, and no changes are anticipated to the designated features of the GCRS as a result of proposed works. 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 of machinery and transportation. However, the use of machinery will be limited to minimal required times and machinery will not be left idling when not in use.

There is potential for impacts during works as a result of the improper storage or disposal of waste. As the majority of trees will not be fit for sawn timber, they will be chipped for biomass or removed from site for shredding to be repurposed as chipboard. The following mitigation measures will also be put in place:

- Felled vegetation material will be disposed of appropriately in line with the NW NMC (Schedule 5, Appendix 0/1, 3010SR Maintenance of Established Trees and Shrubs).
- 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 wastes 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.
- 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

Activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and plant for the proposed activities. The works will employ a daytime working pattern, for a period of five weeks.

Approximately eighteen residential properties lie within 300m of the scheme, the nearest of which is located 10m south of the scheme. As such, the proposed scheme is anticipated to result in temporary minor noise increases for nearby residential properties during the construction programme. However, felling works have been programmed during daylight hours and 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.
- On-site tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.

- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers and NMUs. No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the low traffic counts and works being undertaken outwith the peak tourist season. No NMU facilities are present within the scheme.

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 local residents prior to and throughout the programme.
- Non-essential lighting will be switched off at night.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- 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 various watercourses and Loch Eil, 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 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 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 will be permitted. Appropriate containment measures will 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 will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

- Chipping will be conducted at least 10m away from watercourses, drains and waterbodies. If left on site, chippings will remain 10m away from any watercourse, drain or waterbody.

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

Activities associated with the proposed 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, plant use, and transportation of waste from site. While works will involve cutting down a large number of trees, the majority are of a small size, and the impact on climate and local carbon storage is considered minimal. Additionally, trees to be felled will be recorded to inform future compensatory planting, which will help offset any loss of carbon storage resulting from the scheme. 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, waste will be repurposed for biomass or chipboard production.

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

There will be no anticipated change to the likelihood of flooding on the A830 within the scheme extents upon completion of the works.

Works are being carried out to improve road safety and to give clearer visibility to travellers on the A830.

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.

A search of the Highland Council Planning Portal ([Map Search](#)) did not identify any approved planning applications within 300m of the scheme extents over the last two years. Therefore, due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. No other large-scale tree felling or vegetation clearance schemes are planned on the A830 in the current financial year. Although a second phase of vegetation removal is planned along the A830 at a later date, it is expected to be similar in nature to Phase 1 and will focus on removal of mainly young trees encroaching onto the carriageway boundary. Trees in both phases of works will be recorded so that compensatory planting can be carried out in an appropriate area in future. Therefore, it is unlikely to result in significant cumulative impacts to Moidart and Argdour SPA or other sensitive receptors in the area.

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.

An HRA Proforma was conducted due to proximity and ecological connectivity with Moidart and Ardgour SPA. The assessment concluded that LSE of the works could not be ruled out; however, with appropriate measures in place, the proposed works will not result in AESI.

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) exceed 1 hectare in area.

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 verges within the 4.1km stretch of the A830.
- No significant 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 during the operational phase due to improved road safety and visibility.
- As the works will be limited to removal of trees and shrubs/vegetation which are encroaching signage/impacting sight lines, 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.
- Any potential impacts of the works are expected to be temporary and non-significant. There will be permanent visual impacts (e.g. removal of trees) however these trees are being removed to improve visibility of road users and improve road safety. Loss of suitable habitat for biodiversity is not considered

significant due to the habitats at the road verges being sub-optimal for protected species.

- The works will be temporary, localised and completed mainly using verge TM.
- No significant cumulative or in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- There are no vegetation clearance/tree felling schemes currently programmed by BEAR Scotland on the A830, and so no in-combination effects have been identified.

Location of the scheme:

- The scheme is not located within any designated protected sites. Moidart and Ardgour SPA is located within 2km of the scheme; however, the HRA concluded that the works would not result in AESI on the qualifying features of this site with the implementation of appropriate measures.
- The scheme is not located within any areas of ancient woodland or Conservation Areas and does not require felling of trees protected by a TPO.
- The scheme will be confined within the verges of the A830 and will not require any land take or alter any local land uses.
- There is one pedestrian facility within the scheme extent, a railway stop located approximately 10m south of the scheme.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the scheme:

- The SEMP will include plans to address environmental incidents.
- Pre-works surveys were conducted to ensure any impacts on protected species which may reside within the trees are appropriately assessed and managed.
- Measures will be in place to ensure appropriate removal and disposal of waste
- Works will reduce vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment due to the proactive removal of potentially dangerous trees.
- 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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