



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A830 Glenfinnan

Pedestrian Improvements

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out pedestrian improvements on the A830 at Glenfinnan. Works will include provision of a puffin crossing at the Glenfinnan visitors centre, localised resurfacing, road marking replacement on both approaches, and installation of associated warning signage. In addition, removal of a small section of rough shrub hedge will be undertaken within the National Trust for Scotland (NTS) visitor centre boundary to create an access from the carpark to the new crossing. The scheme covers an approximate area of 0.2ha.

The works are currently programmed to commence in February 2023, however works may be delayed into the 2023/2024 financial year (April to January 2024 inclusive). Works are expected to be completed over 60 days, operating between the hours of 08:00 and 16:00.

Traffic management (TM) will consist of single lane closures, facilitated by temporary traffic lights. Pedestrians will be accommodated within the scheme. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The works are located on the A830 carriageway at Glenfinnan, within the Highland Council area (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NM 90664 80753
- Scheme End: NM 90750 80622



Figure 1. Location of the proposed pedestrian improvements at A830 Glenfinnan. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22-NW-0801-25).

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) ([Air Quality Scotland](#)) declared by the Highland Council. No Air Quality Monitoring Stations are located in the vicinity of works; the nearest air quality monitoring station is located in Fort William, approximately 20km east of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Fort William due to the more rural nature of the scheme location.

No sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases are located within 1km proximity of the scheme.

Average Annual Daily Flow (AADF) for the A830 carriageway approximately 7km east of the scheme accounted for 1,866 vehicles in 2021, of which 9% were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A830 trunk road, with secondary sources likely to arise from the nearby [West Highland Railway Line](#) which travels parallel to the scheme at a distance of approximately 350m at its closest point.

Cultural heritage

A desktop study using [PastMap](#) has highlighted Glenfinnan Monument, a Category A Listed Building, located approximately 150m southwest of the works.

Of lesser cultural significance, several features listed on the Historic Environment Record (HER) and Canmore database exist within 300m of the scheme. The nearest of these (Glenfinnan Monument Information Centre) lies in the immediate vicinity of the works.

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

Landscape and visual effects

The scheme is located east of Glenfinnan, with areas of recreational greenspace, woodland, and the freshwater environment of Loch Shiel located in the surrounding area.

The scheme lies partially within Loch Shiel National Scenic Area (NSA) (Site Code: 9138) ([SiteLink](#)). This NSA has the following Special Qualities:

- A fine long loch, leading into the heart of remote and rugged mountains.
- A rich cover of woodland, forest and trees.
- Variety and interest from the ever-changing topography and shore line.
- The hidden glens.
- One of the largest undisturbed lochs in Scotland and a haven for wildlife.
- The nationally recognisable landmark and enduring cultural icon.

The scheme does not lie within an area of land designated as a National Park (NP) ([Scotland's Environment](#)).

The Landscape Character Type (LCT) within the scheme extent is given as Rugged Massif - Lochaber (LCT No. 238) ([Scottish Landscape Character Types](#)). The Rugged Massif - Lochaber LCT key characteristics are:

- 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 cover surrounding the scheme features a combination of woodland, raised and blanket bogs, and heathland ([Scotland's Environment](#)).

Biodiversity

A desktop study using Nature Scot SiteLink ([SiteLink](#)) has identified the following designated sites within proximity of the scheme:

- Loch Shiel Special Protection Area (SPA) is located approximately 60m northwest of the works
- Ardgour Pinewoods Special Area of Conservation (SAC) is located approximately 210m southeast of the works
- Moidart and Ardgour SPA is located approximately 1.1km west of the works
- The Loch Shiel Site of Special Scientific Interest (SSSI) is located approximately 60m south and west of the proposed works

The NBN Atlas holds record of numerous bird species within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

Both the NBN Atlas and Transport Scotland's Asset Management Performance System (AMPS) have no record of any invasive non-native plant species (INNS) or injurious weeds within 300m of the scheme.

Habitats surrounding the immediate scheme consist of raised and blanket bogs and woodland (non-riverine, broadleaved swamp), with areas of temperate shrub

heathland and inland surface waters in the wider surroundings ([Scotland's Environment](#)). Considering the lack of habitat diversity within the trunk road boundary due to lack of tree cover, moderate traffic density and fast-flowing traffic, and regular presence of pedestrians/tourists, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance.

The sections of hedgerow immediately adjacent to the A830 may provide suitable habitat for breeding birds during the breeding period (generally March to August inclusive). Protected bird species are also known to inhabit the wetlands surrounding the scheme year-round.

No areas of woodland listed as Ancient (of semi-natural origin) on the Ancient Woodland Inventory (AWI) ([Scotland's Environment](#)) are located within 300m of the scheme.

Due to the lack of suitable habitat for permanent shelter or temporary resting places within proximity of the scheme, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment. A nesting bird check will be undertaken where the programme requires any works (particularly vegetation removal) within the bird nesting period (March to September inclusive).

Geology and soils

The scheme falls within Fassfern to Loch Ailort Road Cuttings Geological Conservation Review Site ([GCRS](#)). This GCRS is not associated with a SSSI.

The Generalised Soil Type within the scheme extents is identified as peaty gleyed podzols ([Scotland's Soils](#)).

A desktop study using the British Geological Survey Map ([BGS GeolIndex](#)) identifies the local geology type as the following:

- Bedrock Geology: Loch Eil Group (Psammite), a metamorphic bedrock, and Argyll and Northern Highlands Granitic Suite (microdiorite), an igneous bedrock.
- Superficial Deposits: alluvium (clay, silt, sand and gravel), which are sedimentary superficial deposits.

Material assets and waste

The proposed works entail installation of a puffin crossing, localised resurfacing, installation of road markings, and installation of associated warning signage. A small

section of rough shrub hedge will be removed to facilitate the works. Materials used will consist of:

- Signal equipment (signal heads and poles, controller box and signs).
- Signage.
- Sub-base.
- Binder material.
- Asphaltic surfacing.
- Kerbing.

Noise and vibration

The works are located in a semi-rural location on the A830 at Glenfinnan within the Highland Council. No residential properties are located within 300m of the scheme. One commercial residential facility, Log Cabin Cottage, is located just out with the 300m buffer southwest of the scheme.

An element of acoustic screening exists between the area of works and these receptors, via presence of wooded areas and sloped verges.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) ([Transportation Noise Action Plan \(TNAP\)](#)).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A830 trunk road, with secondary influences from the nearby [West Highland Railway Line](#) and urban activities within Glenfinnan.

Construction activities associated with the proposed scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a day-time working pattern, and the area of works is suitably distanced and screening from any sensitive properties. The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times.

It is anticipated that any noise and vibration effects associated with the proposed works are unlikely to be significant, and the proposed project does not carry the potential to cause direct or indirect impact to sensitive receptors through noise and vibration.

As such, impact has been assessed as being 'negligible' and has been scoped out of requiring further assessment.

Population and human health

No residential properties are located within 300m of the scheme. One commercial residential facility, Log Cabin Cottage, is located just out with the 300m buffer southwest of the scheme, which is provided a level of visual and acoustic screening from the scheme extent via presence of vegetation.

The Glenfinnan Visitor Centre operated by National Trust for Scotland ([NTS](#)) and associated infrastructure (paths) is located adjacent to the area of the proposed works; approximately 5m from the eastbound A830 carriageway. An access junction which leads to the main parking area for this is also located within the scheme extents, approximately 5m west of the proposed puffin crossing location. An additional small parking area is located directly adjacent to the westbound A830 carriageway immediately east of the Visitor Centre, within the scheme extents. A large car park (separate from that at the Visitor Centre) is accessed from the eastbound A830 carriageway immediately west of the proposed works location.

Saint Mary & Saint Finnan Church is also located just out with the 300m buffer, east of the scheme.

A paved footway lies adjacent to the northbound A830 carriageway within the scheme extents. A Core Path (Ref: LO10.05) travels along the route of the A830 within the scheme extents, utilising this paved footway ([Highland Council](#)).

Glenfinnan Viaduct trail, a walking route listed on [WalkHighlands](#), lies within the scheme extents, also utilising the paved footway adjacent to the A830 carriageway. Two additional WalkHighlands trails commence in proximity of the scheme.

There are no National Cycle Network (NCN) routes within the scheme extent ([Sustrans](#)).

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.

Average Annual Daily Flow (AADF) for the A830 carriageway approximately 7km east of the scheme accounted for 1,866 vehicles in 2021, of which 9% were heavy goods vehicles (HGV) ([Road Traffic Statistics](#)).

Road drainage and the water environment

Loch Shiel (ID: 100208) is located approximately 220m south of the works location ([SEPA Water Environment Hub](#)). This waterbody has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as 'Good' ([SEPA Water Classification Hub](#)).

River Finnan (ID: 20413) travels below the A830 carriageway approximately 75m west of the scheme, outflowing into Loch Shiel. River Finnan has been assigned an overall status of 'Moderate' by SEPA in 2020.

Callop River (ID: 20418) flows adjacent to the northbound A830 carriageway, at a distance of approximately 250m, outflowing into Loch Shiel. Callop River has been assigned an overall status of 'Poor' by SEPA.

One unnamed minor watercourse is culverted beneath the A830 carriageway within the scheme extents (between the two car park access junctions), outflowing into River Finnan.

The scheme falls within the 'Fort William' groundwater body, which was classified by SEPA in 2020 as having an overall status of 'Good' ([SEPA water environmental hub](#)).

The scheme is located within a [groundwater Drinking Water Protected Area](#) (DWPA), however it does not fall within a [surface water DWPA](#).

A high risk of river water flooding (10% chance of flooding each year) is recorded on the A830 within the scheme extents, and a high risk of surface water flooding is recorded along the course of River Finnan, 75m west of the scheme. ([SEPA Flood Map](#)).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working

to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot \(www.gov.scot\)](#)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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](#)). 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 a legally binding target of net-zero by 2045.

Policies and plans

This Record of Determination (RoD) 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.

- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- 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/breaking out 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 much as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials shall 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 RoD.

Cultural heritage

Although there are features of cultural heritage interest within 300m of the scheme extent, construction of the A830 road corridor is likely to have 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. Moreover, all works are restricted to the A830 trunk road and the adjacent NTS Glenfinnan visitor centre boundaries, and therefore the works do not include any alterations that would affect the historic and architectural character of these features.

The following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- 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 shall, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it shall be reduced as much as is reasonably practicable and ideally be limited to access on foot.
- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.

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

Proposed works will be restricted to A830 carriageway and immediate verges and will include installation of a new pedestrian crossing facility in proximity of the NTS Glenfinnan visitor centre. Permanent visual change will occur due to presence of new pedestrian crossing; however this will remain within the existing trunk road boundary and will be in proximity to an existing commercial property and will be in keeping with surrounding furniture. Therefore, the works will not create any significant change to the local landscape, and no significant impacts to the Loch Shiel NSA are expected. No consultation with NatureScot is required.

In addition, there is potential for minor, temporary adverse visual impacts to the local landscape during the construction phase due to presence of vehicles and machinery, littering, or obstructed views. Due to the temporary and localised nature of the works, any adverse impacts are considered negligible.

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.
- The working area and site compound location will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or does not have permission to do so. 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

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

The scheme is not situated within a 'sensitive area' designated for biodiversity features e.g., Special Area of Conservation, Special Protection Area, Ramsar, SSSI, etc. Although the scheme is located within 2km of the Loch Shiel SPA, Ardgour Pinewoods SAC, and Moidart and Ardgour SPA, the high-level Habitats Regulations Appraisal concluded that the works would not result in any likely significant effects (LSE) upon the qualifying features of these by virtue of the following factors:

- All works are restricted to made and engineered ground within the footprint of the A830 trunk road and adjacent NTS Glenfinnan visitor centre, and works will not involve any change of the natural landscape or its processes.
- No land take or special/protected natural habitat alteration or clearance will be undertaken, hence, potential impacts on the designated sites are limited to loss of containment and disturbance from construction noise and construction operative's presence in the area, which will be mitigated as far as reasonably practicable.
- Additional anthropogenic noise associated with the works is not anticipated to deviate from existing noise levels in the area originating from the A830, or residential and commercial properties nearby.
- The improvement works are linked to the Glenfinnan Monument which sees strong influxes of tourists; hence, additional construction operatives will not result in a deviation of the existing disturbance in the area.
- The risk of loss of containment is considered very low given the nature of the works and standard industry pollution prevention practices being adhered to throughout the works.
- A buffer of over 1km exists between the Moidart and Ardgour SPA and the area of works, which is advised as a safe operating distance to avoid disturbance. The location of the work and lack of connectivity to the wider landscape means there are few pathways to disturbance and a highly reduced risk of pollution. Works will not promote the known negative pressure (recreation) on the designated species.
- Works are programmed to be undertaken out with the breeding season for the birds which Loch Shiel SPA is designated. As such, no disturbance from the works within this sensitive period will occur.
- All work is restricted to boundary of the A830 trunk road, and within the nearby visitor centre. Works will not involve any change of the natural landscape or its processes and will therefore have no impact on the habitat features for which the Ardgour Pinewoods SAC is designated.

- No works are required within any part of the SPA/SAC sites.
- The works will not involve any in-stream works or any discharges to the natural water environment, and therefore there will be no change to water quality or impact on qualifying features.
- Works will not promote the known negative pressure on the various designated species.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

Minor areas of vegetation adjacent to the A830 which will be removed prior to the works have some nesting bird potential. As such, relevant ecological checks will be undertaken prior to works starting (please see recommended surveys in the mitigation listed below).

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. Any protected species in the area are likely to be accustomed to road noise on the A830 and the scheme is of a temporary nature with works undertaken during daylight hours. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be undertaken out with the breeding period for the birds which are a designated feature of the nearby Loch Shiel SSSI. As such, any additional construction noise or visual presence of operatives will not have potential for disturbance to breeding birds.
- Works will be strictly limited to areas required for access and works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated. No works will be undertaken in the Loch Shiel SSSI.
- All construction operatives will be briefed through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- No works will take place within nearby woodland areas.
- No in-stream works are permitted.
- 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.

- If works fall within the nesting bird season March – September (inclusive but subject to species and seasonal variations), a pre-works nesting bird survey will be carried out to ensure that there are no nests present in areas that will be immediately affected by the works.
- Artificial lighting (if required) will be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- 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 Environmental Team can provide further advice on additional mitigation measures.
- 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 are unlikely to be significant. This receptor is not considered further in this RoD.

Geology and soils

Although works include excavation, construction activities are restricted to the already engineered layers of the A830 carriageway and verges, and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on the geology and soils is low.

- Excavated trenches will be backfilled.

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e., damage to grass verges) shall be reinstated as much as is practicable.
- 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. 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 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 shall 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.

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures. Local residents in proximity to the scheme are suitably screened from the scheme extents, and the works will be undertaken during daylight hours. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Appropriate provisions / measures shall 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](https://www.trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR's social media platforms.
- Works will be undertaken out with the peak tourist season.

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 the 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 or tidal movements) 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 Site Environmental Management Plan (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.
- 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 shall be distanced more than 10m away from any watercourses.

- If required, a designated refuelling area will be identified. Fuel bowsers shall be stored on an impermeable area and be fully bunded. This shall 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 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

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.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- 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.
- BEAR Scotland participate in CEEQUAL.

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.

Major Accidents and Disasters

The A830 within the scheme extent has been highlighted as being at high risk of surface water flooding (10% chance of flooding each year).

Works are restricted to the elevated A830 carriageway boundary (including adjacent verges) and any traffic management will be designed in line with existing guidance. The proposed works are anticipated to last 60 days. Traffic management will consist of single lane closures with temporary traffic lights. Where required, alternative pedestrian routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site.

As the works will be limited to deck refurbishment with an improvement element, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

The proposed works are not anticipated to result in significant environmental effects. A search of the Highland Council Planning Portal ([Map Search](#)) identified no planning applications within 300m of the scheme.

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 A830 trunk road in proximity 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 relating to traffic management. 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 traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the

potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road safety and it is located within Loch Shiel NSA, 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 EIA 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 approximate 0.2ha area of existing carriageway boundary.
- The works will be temporary, and undertaken during day time hours.
- Any permanent changes will be localised, within the existing A830 carriageway boundary, and in keeping with surrounding street furniture.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.

- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Although the works are located within 2km of Loch Shiel SPA, Ardgour Pinewoods SAC, and Moidart and Ardgour SPA; the high-level HRA concluded that the works would not result in any LSE on the qualifying features of these sites.
- Works will not result in any adverse visual impact, and as such will not have a resulting adverse impact on the Loch Shiel NSA.
- The scheme will be confined within the existing carriageway boundary (including adjacent verges) and as a result will not require any land take or alter any local land uses.
- 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.
- The site compound will be located on made ground.

Characteristics of potential impacts of the scheme:

- Any potential adverse 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.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in residual beneficial effects for NMUs in the area in the operational phase, due to improved safety features of the crossing.
- Mitigation measures detailed above and in the SEMP are 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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