



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A830 Glenfinnan Bollards**

## Contents

<b>Project Details .....</b>	<b>3</b>
Description.....	3
Location .....	4
<b>Description of local environment.....</b>	<b>5</b>
Air quality .....	5
Cultural heritage .....	5
Landscape and visual effects .....	6
Biodiversity .....	7
Geology and soils .....	7
Material assets and waste .....	8
Noise and vibration .....	8
Population and human health .....	9
Road drainage and the water environment.....	9
Climate .....	9
<b>Policies and plans .....</b>	<b>10</b>
<b>Description of main environmental impacts and proposed mitigation .....</b>	<b>11</b>
Air quality .....	11
Landscape and visual effects .....	11
Biodiversity .....	12
Geology and soils .....	14
Material assets and waste .....	15
Population and human health .....	16
Road drainage and the water environment.....	17
Climate .....	18
Vulnerability of the project to risks .....	18
Assessment of cumulative effects.....	19
<b>Assessments of the environmental effects .....</b>	<b>20</b>
<b>Statement of case in support of a Determination that a statutory EIA is not required.....</b>	<b>20</b>
<b>Annex A.....</b>	<b>22</b>

## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out bollard installation works on the A830 trunk road just east of Glenfinnan ([Grid reference map](#)). This scheme was raised by Transport Scotland due to the identified need for a solution to indiscriminate parking on the trunk road which impedes visibility and increases likelihood of accidents.

The works will consist of installing eighty-one new 'Admiral bollards along the eastbound verge of the road, set back 0.6m from the edge of the carriageway along a length of approximately 250m. Works will involve localised excavation within the verge, utilising concrete to secure the bollard bases.

The works are currently programmed to be completed prior to the end of the 2023/2024 financial year. Works are expected to be completed over two weeks between 07:00 and 19:00; however, changes in the programme may result in the need for night work.

Traffic management (TM) is currently anticipated to consist of single lane closure with temporary two-way traffic lights. No pedestrian provisions such as footpaths or laybys are present within the scheme and as such no provisions need to be included in the TM setup.

## Location

This scheme is located on the A830 trunk road just east of the village of Glenfinnan within the Highland Council area (Grid ref: NM 90752 80635 - NM 90922 80453).



Figure 1. Location and scheme extent of the proposed works at A830 Glenfinnan Bollards. Source: BEAR Scotland. F108 – Environmental Access Request (Scheme ref: 23-NW-0901-76).

## Description of local environment

### Air quality

The scheme does not lie within any Air Quality Management Areas ([Scottish Air Quality](#)).

The nearest Air Quality Monitoring Station is located 20km southeast of the scheme at Fort William ([Scottish Air Quality](#)) and records low air pollution levels over the last 90 days. Air quality within the scheme is expected to be similarly low due to the more rural location of the A830.

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

Due to the highly rural nature of the works, air quality is anticipated to be quite high throughout the scheme extents, with road traffic and agricultural activities providing the main impact on air quality.

### Cultural heritage

According to [Pastmap](#), the following features of cultural heritage are present within 300m of the scheme:

- One Listed Building located 150m southwest of the scheme.
- Thirteen Historic Environment Records and Canmore database records. None lie within the proposed works area, and the nearest is located 20m north of the scheme as a record of the existing Glenfinnan Information Centre.

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

Construction of the A830 is likely to have removed any archaeological remains that may have been present within the scheme extent. Due to the minor nature of the excavation required for works and their restriction to the previously engineered ground of the road verges, this receptor has been scoped out and is not discussed further within this RoD.

## Landscape and visual effects

The scheme lies entirely within the Loch Shiel National Scenic Area (NSA) ([SiteLink](#)) which is designated for 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 any National Parks ([SiteLink](#)).

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.

Land use surrounding the scheme is a mixture of developed land associated with the Glenfinnan Information Centre and nearby village, recreational woodland and grassland, and unmanaged upland. Loch Shiel forms a major tidal landscape feature to the southwest of the scheme.

The Landscape Character Assessment ([NatureScot](#)) within the scheme is recorded as Type 238 – ‘Rugged Massif – Lochaber’ which has the following key characteristics:

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

- Extensive sheep and deer grazing with stalking and hill walking as popular activities.
- Forestry occurring over small areas on flatter, lower slopes.

## Biodiversity

The NBN Atlas holds no records of invasive non-native species (INNS) of plants, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA), or injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual under the same criteria.

Transport Scotland's Asset Management Performance System (AMPS) holds no records of INNS within 300m of the scheme extents.

There are no areas in proximity to the scheme listed on the Ancient Woodland Inventory within 300m of the scheme ([Scotland's Environment](#)).

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

The scheme is located 150m northeast of the Loch Shiel Special Protection Area (SPA) ([SiteLink](#)).

The scheme is located directly north of the Ardgour Pinewoods Special Area of Conservation (SAC) ([SiteLink](#)).

Due to potential connectivity between the works area and these European sites, a Habitats Regulations Appraisal (HRA) was carried out. Refer to the section below for details.

The scheme is located adjacent to the Loch Shiel Site of Special Scientific Interest (SSSI) ([SiteLink](#)).

## Geology and soils

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

Soil within the scheme is recorded as peaty gleyed podzols with dystrophic semi-confined peat ([Scotland's Soils](#)).

The Carbon and Peatland 2016 Map records soil within the scheme as Class 4 – “Area unlikely to be associated with peatland habitats or wet and acidic type. Area unlikely to include carbon-rich soils” ([Scotland's Soils](#)).

Bedrock within the scheme is recorded as psammite of the Loch Eil Group with superficial deposits of alluvium consisting of clay, silt, sand, and gravel ([BGS GeologyViewer](#)).

## Material assets and waste

The proposed works are required to create areas of hard standing on layby separations and install bollards to improve layby visibility. Materials used will consist of:

- Concrete
- Eighty-one socketed Admiral bollards

Wastes generated are anticipated to include filter drain material and soil/grass excavated to facilitate bollard installation. Excavated wastes will be retained and re-used on site where possible.

## Noise and vibration

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Area (CQA) ([Transport Scotland](#)).

There is no modelled noise data available within the scheme area ([Scotland's Noise Scotland's Environment](#)).

Baseline noise and vibration in the study area is mainly influenced by vehicles travelling along the A830 trunk road. Secondary sources are derived from day-to-day woodland and agricultural land management activities.

There are no residential properties within 300m of the scheme. The Glenfinnan Information Centre is the only building within 300m of the scheme and is located 25m north of the scheme. No acoustic screening exists between the Centre and the scheme.

Due to the lack of sensitive receptors in proximity to the scheme and its short duration this receptor has been screened out and is not considered further within this RoD.

## Population and human health

There is one Core Path (ID: LO10.03) which runs parallel to the A830 within the scheme at a distance of approximately 5m ([The Highland Council](#)).

There are three routes listed on WalkHighlands which lie within 300m of the scheme and are accessed from the Glenfinnan car park 160m north of the scheme ([WalkHighlands](#)).

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

There are no facilities for non-motorised users (NMUs) within the scheme. This includes footpaths, cycle lanes, and laybys.

The nearest manual traffic count point is located 6.5km east at Kinlocheil (ID: 30799) which records an annual average daily flow of 3,351 vehicles with heavy goods vehicles (HGVs) making up approximately 5% ([Department of Transport](#)).

## Road drainage and the water environment

The following waterbodies that have been classified by the Scottish Environmental Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2022 ([Water Classification Hub](#)) within 300m of the scheme are listed below.

- River Finnan (ID: 20413) – ‘Moderate’ condition.
- Callop River (ID: 20418) – ‘Poor’ condition.
- Loch Shiel (ID: 100208) – ‘Good’ condition.

Callop River is the nearest of the above waterbodies and is located 45m south of the scheme at its nearest point.

The scheme is located within the Fort William groundwater body (ID: 150696) which was classified by SEPA in 2022 as being in ‘Good’ condition.

Road drainage within the scheme is provided via cut grips or filter drains.

## 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 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.
- Material stockpiles will be reduced as much as reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- In the event of on-site mixing requirements, any cement powder storage and release will be managed appropriately to reduce potential emissions to air.
- 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 Record of Determination (RoD).

### Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. The scheme lies within Loch Shiel NSA; a minor permanent visual impact will also result from the works due to installation of new bollards. No planning permission or authorisation is required for these works within the NSA, however notification of the works has been issued to NatureScot for comment. The works will

be restricted to the A830 carriageway boundary, and will not create any significant change to the local landscape. In addition, the following mitigation measures will be put in place during works:

- Any mitigation measures recommended by NatureScot will be implemented.
- 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 in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

As noted above, the scheme lies adjacent to the Ardgour Pinewoods SAC and 150m from the Loch Shiel SPA. The HRA concluded that the works would not result in the potential for any likely significant effects (LSE) on the qualifying features of these sites based on the following considerations:

- No works will take place within the boundaries of the SAC or SPA as per standard procedure which will be outlined in an associated Site Environmental Management Plan (SEMP) for these works. All work will be restricted to the footprint of the A830 and its verges which form a boundary with the SAC but are not located within it.
- No works will take place within or adjacent to the waterbodies associated with the SPA.
- Works will not involve any land take, or removal or alteration of habitat features within the SAC and the SPA.

- Noise is not considered to be a defining feature of the works, however there is potential for temporary and intermittent increases to baseline noise levels throughout the works due to use of various plant. Due to location on the A830 carriageway where a moderate level of traffic exists, any increases in noise are not considered to be significant.
- All works will be completed over two weeks by utilising daytime working pattern (negating requirement for artificial lighting).
- 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.
- Standard good practice measures to prevent pollution and disturbance to the environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. In addition, the works are minor and of short duration. Therefore, LSE on the qualifying features of the above listed European sites as a result of works is not expected.
- Despite the absence of records, due to the requirement for verge working and excavation, a toolbox talk for INNS will be included in the SEMP to provide information on identification, ecology, and legislation relating to INNS and injurious weeds which may be in the vicinity of the works location.
- Works are highly localised as they will only include the installation of bollards along a section of the A830 which is heavily used by road traffic and tourists. No tree felling or vegetation clearance will be required, therefore, there is no pathway for impact on existing woodland habitat.
- Potential impacts on protected sites from the release of pollution is negligible provided that the pollution measures outlined in the SEMP are followed and given the relatively minor scale of the works. These are standard working practices for working near water which would be required regardless of the presence of the SAC/SPA.

No impacts upon the Loch Shiel SSSI are anticipated following the justifications outlined above.

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. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works are permitted.

- Areas of INNS identified during the survey conducted by BEAR Scotland NW will be highlighted in the SEMP to prevent their spread off site through establishment of exclusion zones.
- 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 and/or INNS.
- 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.
- 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.
- Site personnel shall remain vigilant for the presence of INNS 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. A map displaying known INNS locations will be provided in the SEMP.

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 will include excavation of soil, construction activities are restricted to the upper soil layers within the verges of the A830 trunk road. The works will take place within a GCRS, however are very minor and highly localised scale and are not expected to interact with or alter any local geological features. In addition, notification has been issued to NatureScot for comment to confirm this assessment. As such, works 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 geology and soils is low.

- Any mitigation measures proposed by NatureScot will be implemented.
- 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.

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.
- Excavated soil will be retained on site where possible.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The

appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.

- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork shall be 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 will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration and will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Local residents will be notified of the impending works and traffic management arrangements. Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site. Signage will be in place to give road users additional notice about TM/closures.
- Journey planning information will be available for drivers online at the [trafficscotland.org](http://trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR Scotland's social media platforms.

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

## Road drainage and the water environment

During 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, wet cement, 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 will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers 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 shall be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

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

## Climate

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.

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

Parts of the A830 within the scheme extent have low to medium risk of surface water flooding, which means that each year, these areas have a 0.1% chance (low risk) or 1% chance (medium risk) of flooding.

Works are restricted to the made ground of the A830 carriageway and traffic management will be designed in line with existing guidance. The proposed works are

anticipated to last two weeks between the hours of 07:00 and 19:00. Traffic management will consist of single lane closures with temporary traffic lights. Due to the absence of facilities for pedestrians or other NMUs no additional routes will be required in the traffic management setup.

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 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.

A search of the Highland Council Planning Portal ([Map Search](#)) confirmed that there is only one planning application within 300m of the scheme which is related to installation of washroom facilities at the Glenfinnan Information Centre. 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. There are also no local authority road networks in proximity to the 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 Scotland 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.

While consultation is still ongoing with NatureScot regarding the NSA and the GCRS, as mentioned above, any advised mitigation measures will be put in place.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or in part in the Loch Shiel National Scenic Area which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

### Characteristics of the scheme:

- Construction activities are restricted to an area of <1ha along a 260m stretch of the A830 near Glenfinnan.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- No in-combination effects have been identified.

**Location of the scheme:**

- The scheme will be located within the existing A830 road boundary (including adjacent verges) and as such, no land take will be required.
- The scheme is located within the Loch Shiel National Scenic Area and the Fassfern to Loch Ailort Road Cuttings Geological Conservation Review Site. No change to local geology is expected.
- The scheme lies directly adjacent to the Ardgour Pinewoods SAC and 150m from the Loch Shiel SPA. The HRA confirmed that the works will not result in the potential for LSE on the qualifying features of these sites.
- The scheme lies directly adjacent to the Loch Shiel SSSI. Works will not have a significant impact on this SSSI.
- The site compound will be located on made ground.

**Characteristics of potential impacts of the scheme:**

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- The works will be localised to land within and directly adjacent to the existing A830, and will be completed during daylight hours.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.

## 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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