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Environmental Impact Assessment Record of Determination

A830 East of Glenfinnan

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on the A830 carriageway, east of Glenfinnan. The construction work will involve replacement of surface course over an approximate 476m length. The scheme covers an approximate area of 0.285ha. The package of works will include:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to go off
- Mark out lining schedule on site
- Remove TM and open road

The works are currently scheduled to take place from 17 July 2024 and last for a duration of 3 nights. Works will take place during nighttime hours (19:00 to 07:00). The works are necessary to rectify surface defects which have been identified.

Traffic Management (TM) will include nighttime road closure with hourly amnesties. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8.

Location

The scheme is located on a stretch of the A830 trunk road approximately 1.2km east from the rural village of Glenfinnan within Highland Council (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NM 91760 80180
- Scheme End: NM 91305 80309

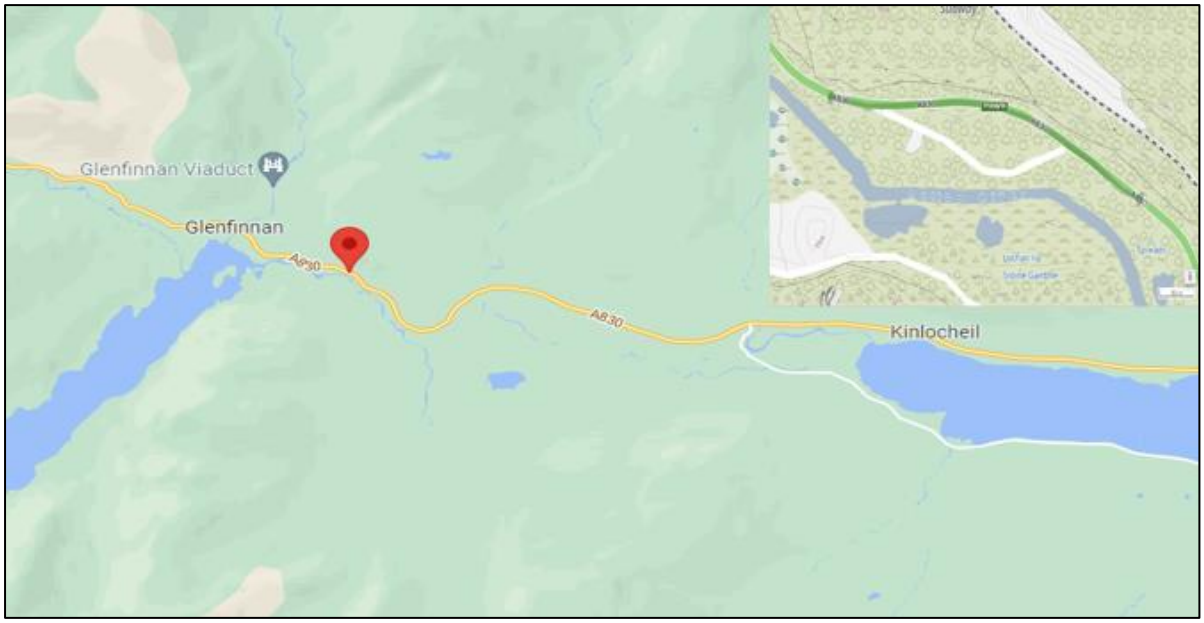

Figure 1 Location of A830 East of Glenfinnan scheme.

Description of local environment

Air quality

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

There are no air quality monitoring stations within 10km of the works (Air Quality Scotland). The closest air monitoring station is located within Fort William which lies approximately 20km southeast of the scheme.

There is one air pollutant release site registered on the Scottish Pollution Release Inventory (SPRI) within 10km of the scheme (Scottish Pollution Release Inventory),

- Duisky Landfill Site Fort William, lies approximately 9km southeast from the scheme and recorded the following pollutant levels in 2022,
    - Chlorofluorocarbons (CFCs) 10.2(kg),
    - Hydrochlorofluorocarbons (HCFCs) 5.99 (kg),
    - Methane 255 (t).

Annual Average Daily Flow (AADF) at the nearest traffic monitoring point on the A830 was estimated a total of 3402 motor vehicles in 2022 as average daily flow, of

which 4.3% (148) of which were Heavy Goods Vehicles (HGVs) (Road traffic statistics).

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

Cultural heritage

According to Scotland's environment web, there are no significant cultural heritage features located within the scheme extents.

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

Construction of the A830 is likely to have removed any archaeological remains that may have been present within the area.

Due to lack of cultural heritage assets within the scheme footprint, the proposed project does not carry the potential to cause direct or indirect impact to cultural heritage or archaeological features.

As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme is located within Loch Shiel National Scenic Area (NSA) 9138. The special qualities include the following:

- 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 shoreline
- 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 is not located within a National Park (NP) (SiteLink).

The scheme is located within a rural location on the A830 which lies approximately 1.2km east from the village of Glenfinnan within Highland council. The land

surrounding the scheme is dominated by broadleaved woodland. The area in proximity to the scheme is a popular tourist destination with Glenfinnan Viaduct lying just 80m north of the scheme and Glenfinnan Visitor Centre – National Trust for Scotland 300m northwest.

The Highland Railway Line (with associated land) lies parallel to the trunk road 60m north of the scheme at its nearest point.

The Landscape Character Type (LCT) within the scheme extent is recorded as 'Rugged Massif – Lochaber' (LCT No. 238) (Scottish Landscape Character Types), 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.

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

Biodiversity

Ardgour Pinewoods Special Area of Conservation (SAC) (NatureScot Site Code: 8189) and Loch Shiel Site of Special Scientific Interest (SSSI) (NatureScot Site Code: 1053) abut the westbound carriageway within the scheme extents.

Ardgour Pinewoods SSSI (NatureScot Site Code: 72) lies approximately 180m south from the scheme.

Loch Shiel Special Protection Area (SPA) 8539 lies approximately 500m west from the scheme.

It has been assessed that the works do not have the potential to result in Likely Significant Effects (LSE) on designated features of Ardgour Pinewoods SAC or Loch Shiel SPA.

No locally or nationally designated sites (i.e., Local Nature Reserve (LNR), or National Nature Reserve (NNR) are located within 300m of the scheme (SiteLink).

Numerous records of bird species were returned within 2km of the works by using NBN search (within the last 10 years). Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

No records of invasive non-native species (INNS) of plant as listed on Schedule 9 of the WCA (Scotland), invasive native perennials (as listed in the Trunk Road Inventory Manual) or injurious weeds, as listed under the Weeds Act 1959 were returned within 2km of the scheme extents (within the last 10 years), however the highly invasive American skunk-cabbage (*Lysichiton americanus*) is recorded (noted only as a controlled plant in Northern Ireland).

Two records of common ragwort (*Jacobaea vulgaris*), an injurious weed, within the verges of the A830 was highlighted on Transport Scotland's Asset Management Performance System (AMPS) within 300m of the scheme.

Habitat in the surrounding area is dominate by Acidophilous Quercus woodland and temperate shrub heathland further afield. Freshwater habitat is provided by the Callop River and Loch Shiel, which lie approximately 40m south to 600m west of the scheme extents respectively.

One ancient (of semi-natural origin) woodland is listed on the Ancient Woodland Inventory (AWI) lies approximately 40m north from the scheme.

No Highland Tree Preservation Orders (TPO) are located within 300m of the scheme.

Works are confined to the areas within the already engineered boundary of the A830 carriageway just east of Glenfinnan. Works will be undertaken by utilising a nighttime working pattern on a rolling programme, therefore it is considered unlikely that any mammal species of conservation importance will be disturbed by the works. There will be no works within roadside verges, and it is anticipated that wildlife in proximity to the scheme are habituated to the vehicle movements associated with the A830. A desktop study has been deemed sufficient for this assessment, and no ecological surveys have been carried out.

Geology and soils

The A830 carriageway within the scheme extents lies within Fassfern to Loch Ailort Road Cuttings (9581) Geological Conservation Review Site (GCRS). There is no information available on SiteLink regarding the geological features of the GCRS and the site is not associated with a SSSI (SiteLink).

Bedrock within the scheme extent is comprised of: (i) West Highland Granite Gneiss Intrusion – granite, gneissose and (ii) Druim Na Saille Pelite Formation – semipelite, gneissose, which are metamorphic bedrocks (BGS Geology Viewer).

Superficial deposits within the scheme extents are comprised of Hummocky (moundy) Glacial Deposits (diamicton, sand, and gravel), which is sedimentary deposit (BGS Geology Viewer).

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

Soils within the scheme extent are recorded as being ‘Class 2’ and ‘Class 4’, as displayed on Carbon and peatland 2016 map. Class 2 is associated with nationally important caron-rich soils, deep peat and priority peatland habitat. These areas are of potentially high conservation value and restoration potential. Class 4 is an area unlikely to be associated with peatland habitats or wet and acidic type. Area is unlikely to include carbon rich soils.

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

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

Wastes are anticipated to be planings from the carriageway surface course. Previous testing of the road surface at the scheme extents confirmed no presence of coal tar. Planings will be recovered for re-use in line with BEAR Scotland’s Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

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

Noise and vibration

The scheme extent is located within a rural area with tree shelterbelts flanking the carriageway. Properties within 300m of the scheme are described below under 'Population and Human Health'.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road maps).

There is no noise modelled data for night (Lnight) within the scheme extents (Scotland's Noise Map).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A30 carriageway. Secondary sources are likely to be influences from the day-to-day rail traffic associated with the Highlands railway which lies approximately 60m north of the scheme.

Population and human health

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

There are no National Cycle Network (NCN) routes (OS Maps), core paths (Core Paths in Highland Council) or walking routes as listed on WalkHighlands (WalkHighlands) within the scheme extents. One layby lies adjacent to the westbound carriageway within the scheme extents. There are no paved footpaths, bus stops, or other pedestrian facitilies along the A830 within the scheme extent. There are no access roads located within the scheme extents. The Highlands railway lies parallel to the trunk road 60m north of the scheme at its nearest point.

Road drainage and the water environment

There are no classified waterbodies by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) spanned or culverted beneath the A830 within the scheme extent.

Callop River (ID 20418) is a river, in the river Shiel catchment of the Scotland River basin district which lies parallel to the trunk road, 40m south of the scheme (at its nearest point). Callop River has been classified by SEPA as having an overall classification of 'poor' (in 2022) under the WFD 2000/60/EC (Water Classification Hub). The main stem is approximately 8.5 kilometres in length.

The Callop River discharges into Loch Shiel (ID 100208) which is a lake, in the River Sheil catchment of the Scotland River basin district, which lies approximately 600m west from the scheme extents. It was given an overall status of 'good' in 2022 by SEPA under the WFD 2000/60/EC (Water Classification Hub).

Numerous waterbodies, considered to be tributaries and/or drainage ditches, are culverted beneath the A830 at the scheme extents and lie in proximity to the scheme.

The scheme falls within the Fort William (ID 150696) groundwater body which has been classified by SEPA in 2022 as having 'good' overall condition (Water Classification Hub). Groundwater bodies are also designated as Drinking Water Protected Areas (Ground).

The scheme falls within an area that has a high likelihood of surface water flooding each year (10% chance) (SEPA Flood Maps).

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 the air are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste from site will have sheeted covers.
- Ancillary plant, 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).
- Activities involving cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimising cutting and grinding on-site, (b) reducing operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving the site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Drop heights to haulage vehicles and onto conveyors will be minimised.

- 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).

Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to vehicles and machinery. Works will be restricted to the A830 carriageway boundary and will be limited to the like-for-like replacement of the carriageway and will be carried out on a rolling programme over the duration of 3 nights.

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape. In addition, the following mitigation measures will be put in place during works:

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape 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 is not situated within any ‘sensitive area’ designated for biodiversity features. Therefore, the works do not have the potential to result in LSE on the qualifying features of the Ardgour Pinewoods SAC or Loch Shiel SPA and a Habitat Regulations Appraisal (HRA) Proforma was not required based on the following factors:

- Given the minor and localised nature of the works, the lack of requirement for in-water works and adherence to good practice measures for pollution

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

- Although the works will result in a temporary (localised) increase in noise, this is not considered to be a defining factor of the works, and significant distancing and screening features are present between the scheme and the Loch Shiel SPA.
- No connectivity between the scheme extent and Ardgour Pinewoods SAC due to the non-mobile nature of the qualifying habitat features.

Consequently, due to the reasons listed above there is no potential for the proposed works to result in LSE on the qualifying features of either the Loch Shiel SPA or Ardgour Pinewoods SAC and no further assessment is required.

All works are confined to the A830, with only 'like-for-like' replacement of the already engineered layers of the existing carriageway surface being undertaken. The works will not entail any operation requiring SSSI consent. Works will therefore not result in any change to the features of the nearby Loch Shiel SSSI or Ardgour Pinewoods SSSI.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, works are restricted to the A830 trunk road boundary and the number of construction vehicles and construction operatives required onsite is low. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A830 and the scheme is of short duration. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

The works will be restricted to the A830 carriageway. However, one INNS species has been noted within the scheme extents and noted common ragwort record is managed under NW Landscape Management Plan. There is no requirement to import topsoil, and as such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environment Management Plan (SEMP) and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A830 and the scheme is of relatively 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 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 (where required) will be directed away from areas of woodland and waterbodies as far as is safe and 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.

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, Fassfern to Loch Ailort Road Cuttings GCRS lies within the scheme extents, all works are confined to the A830 carriageway and are restricted to the like-for-like replacement of the road surfacing material and do not involve movement of earth or any type of operation within roadside verges. The impact on the GCRS is assumed to be negligible. As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils.

The following measures will be applied to on site:

- 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) will 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.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork shall be produced and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).

- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles. The trunk road within the scheme extents is flanked by mature woodland and there are no residential or commercial properties within 300m of the scheme. The works are programmed to take place during nighttime working hours (19:00-07:00), the works will be of short duration and move progressively along the trunk road. The proposed scheme is anticipated to result in temporary minor adverse noise impacts.

Upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1874, will be employed at all times to reduce noise to a minimum.
- The Local Authority Environmental Health Officer will be notified.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- Works with the potential to induce worst-case scenario noise and vibration (cold milling in preparation for carriageway resurfacing, using breakers/jackhammers, chipping hammers, use of rollers, steel cutters, etc.) will be intermittent, temporary, transient and short-lived, and the aim will be to complete the noisiest works by 23:00.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.

- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on 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 relatively low traffic counts. In the event of local access restrictions to residential properties, access will be granted as requested.

There are no residential properties or commercial receptors within 300m of 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.
- Construction lighting will consider the need to avoid illuminating surrounding environment to avoid a nuisance and non-essential lighting will be switched off.
- 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 Traffic Scotland 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

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain). No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR Scotland 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:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- 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 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 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%.

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 the Carbon Management Policy.
- Where possible, works undertaken utilising a nighttime work pattern, will aim 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, material will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at an appropriately licenced waste management facility.

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

Limited sections of the scheme fall within an area that has a high likelihood of surface water flooding each year (10% chance). Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no change to the likelihood of flooding on the A830 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A830 carriageway and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last only 3 nights in total. Traffic management will consist of overnight road closure with hourly amnesties. Where required, alternative pedestrian provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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 routed 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

During construction, activities associated with the works may create several types of minor temporary disturbances such as changes to noise and vibration and air quality. However, due to the nature of the proposed works, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

A search of the Highland Council Planning Portal (Highland Planning Portal) identified no approved planning application within 300m of the scheme within the last year.

A search of the Scottish Road Works Commissioner website (Scottish Road Works Online) 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. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into

account existing and future planned works, with a view of limiting any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

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 part within Loch Shiel SSSI and Loch Shiel National Scenic Area which are 'sensitive areas' 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 and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is restricted to the 0.285ha of existing carriageway boundary.
- Works are restricted to like-for-like replacement of worn road with all works restricted to made-ground on the A830 carriageway boundary.
- The works will be temporary, transient, localised, and completed during a nighttime rolling programme.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.

- By removing the carriageway defects this will provide this part of the A830 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- 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.
- As the works will be limited to the like-for-like replacement of the structural components, 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.

Location of the scheme:

- The works will not result in any change to the qualifying features of the nearby NSA, SSSI or GCRS.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- 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.
- No potential for LSE on Loch Shiel SPA or Ardgour Pinewoods SAC has been concluded.

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.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of the works. The works are expected to result in positive impacts on road users during the operational phase.
- As the works will be limited to the like-for-like replacement of the structural components, 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.

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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