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Environmental Impact Assessment Record of Determination

A830 East of Beasdale

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out surface course replacement on the A830 near Beasdale (Grid reference map). Depth of resurfacing is proposed with a 40mm inlay. Road markings and studs will be reinstated following the works. The scheme is 790m in length with a total area of approximately 0.47ha.

The works are currently programmed to begin in the middle of the 2024/2025 financial year with a provisional start date of 23rd September 2024. Works will be carried out over approximately one week using nighttime working hours (19:00 – 06:00). If the programme changes, there might be requirement for daytime working.

Traffic management (TM) is currently planned to consist of a full road closure with hourly amnesties. The scheme is located on a trunk road stretch with limited pedestrian facilities present, however non-motorised users (NMUs) will still be accommodated within TM. No pedestrian diversions are required.

Location

The scheme is located on the A830 trunk road approximately 5km east of Arisaig in the Highland Council area (Figure 1). The scheme lies between the following National Grid Reference locations: NM 71289 84540 - NM 71399 84877

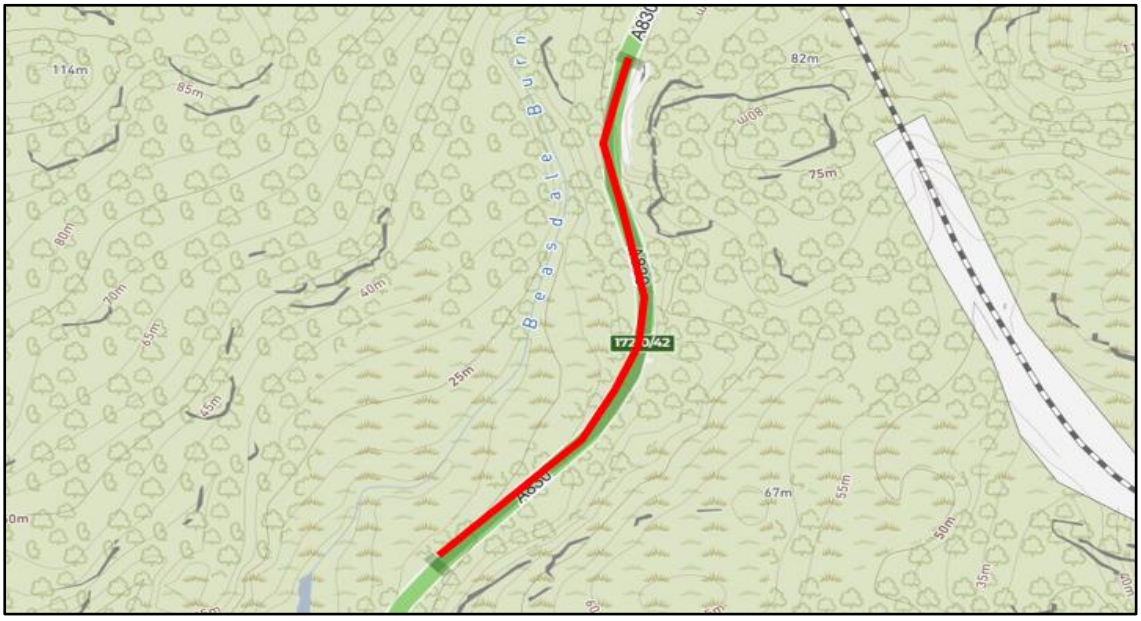

Figure 1. Location of A830 East of Beasdale. Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

The scheme does not lie within any Air Quality Management Areas (AQMAs) (Scottish Air Quality).

There are no air quality monitoring stations (Scottish Air Quality) or sites listed on the Scottish Pollution Release Inventory (SPRI) located within 10km of the scheme.

Pollution levels within the scheme are anticipated to be low due to the rural nature of the scheme, with the main impacts on air quality resulting from road traffic along the A830 and secondary impacts resulting from nearby land management activity.

Cultural heritage

The scheme lies within 300m of the following cultural heritage features (PastMap):

- Three Historic Environment Records (HERs) with the nearest located approximately 100m east of the scheme.
- Three Canmore database records, with the nearest also located 100m from the scheme.

No Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, or Battlefields are present within 300m.

The works are confined to the carriageway surface with no verge works required. Furthermore, construction of the A830 is likely to have removed any archaeological remains that may have been present within the area and as such 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme lies within the Morar, Moidart and Ardnamurchan National Scenic Area (NSA) (SiteLink). This NSA is listed for the following Special Qualities:

- A landscape of outstanding coastal scenery
- Seascapes both intimate and distant
- The distinctive backdrop of the Small Isles
- Peaceful, unspoilt and remote
- The formal element of designed landscapes
- Strong historical associations
- The indented Ardnamurchan coast

- The spectacular volcanic landforms
- The flat expanse of Kentra Bay and Kentra Moss
- Loch Moidart and its islands
- Castle Tioram, romantic ruin and cultural icon
- Sound of Arisaig, Loch Ailort and Loch nan Uamh

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.

NatureScot classifies the Landscape Character Type within the scheme extents as “241 - Rocky Coastland – Lochaber” (NatureScot).This Character Type is noted for the following Key Characteristics:

- Low, rounded rocky peninsulas covered with heather and grazed by sheep and deer.
- An incised coastal edge with offshore rocky outcrops; contrasting white sandy beaches fringing areas of more gentle relief which are occupied by crofts.
- Bays and inlets with a sheltered and intimate character; promontories and peninsulas that are exposed and windswept.
- Native oak and birch woodlands on sheltered rocky slopes.
- Small pockets of fertile machair.
- Scattered settlements and crofts with pastures along the Road to the Isles incorporating more recent tourist related developments.
- Simple vernacular architecture consisting of white washed cottages with pitched slate roofs that are found individually at the bottom of slopes or clustered in bays.
- Estates with large houses, policy woodlands and stone dykes.
- Views of the sea are ever-present; tranquillity derives from a 'millpond' surface in calm weather; drama and power from wave, wind and spray during storms.
- Views of the Small Isles, each with its characteristic profile.

Land use surrounding the scheme appears to be dominated by unmanaged woodland and scrub, with no developed areas or farmland present.

Biodiversity

Designated Sites

The scheme lies directly within the Glen Beasdale Special Area of Conservation (SAC) (Nature Scot – ID:8263).

The scheme also lies 250m north of the Inner Hebrides and the Minches SAC (NatureScot – ID:10508).

The scheme lies within the Glen Beasdale Site of Special Scientific Interest (SSSI) (SiteLink) which is designated for habitats of upland oak woodland.

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

The NBN Atlas recorded no invasive non-native species (INNS) of plants and injurious weeds using the same criteria.

Transport Scotland's Asset Management Performance System (AMPS) does not record any instances of INNS or injurious weeds within 300m of the scheme.

The Highland Council does not record any Tree Preservation Orders within 300m of the scheme (The Highland Council).

Woodland directly adjacent to the scheme is recorded on the Ancient Woodland Inventory Scotland as 'Ancient (of semi-natural origin)' (Scotland's Environment).

Habitats surrounding the scheme include a large amount of woodland, clear uplands, a riparian corridor and a coastal zone.

Geology and soils

The scheme does not lie within any Geological Conservation Review Sites or geological SSSIs (SiteLink).

Bedrock within the scheme is recorded as psammite and pelite of the Basal Pelite Formation (BGS GeologyViewer). No superficial deposits are recorded.

Soils within the scheme are recorded as brown earths with humus-iron podzols (Scotland's Soils). The 2016 carbon and peatland map records the areas as "Class 0", which indicates mineral soils with no peat association.

The works are restricted to previously engineered ground within the A830 carriageway boundary. No soil/earth works are required, and there are no areas designated for geological features in proximity to scheme extents. As such, no change to geology and soil is expected and 'geology and soils' are scoped out and is not discussed further within this RoD.

Material assets and waste

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

- Asphaltic material
- Bituminous emulsion bond coat

- Milled in road studs
- Thermoplastic road marking paint

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

The scheme involves the removal of the surface course and localised areas of binder course. Planings will be reused under SEPA approved methods in accordance with the Paragraph 13 exemption, described in Schedule 3 of the Waste Management Licensing Regulations (exemption numbers: WML/XS/2005543).

No site compound is required for these works. Storage of plant and equipment will be within TM on the A830 carriageway.

Noise and vibration

The scheme does not lie within any Candidate Noise Management Areas (Transport Scotland).

No modelled noise data is available for this area (Scotland's Environment).

As the scheme lies within a rural area, main noise sources are anticipated to arise from road traffic on the A830. Due to the absence of sensitive receptors within 300m of the scheme no impacts from noise and vibration are expected to local population and human health, and "noise and vibration" is scoped out and is not discussed further within this RoD. Relevant noise and vibration effects on biodiversity will be captured within that section.

Population and human health

There are no residential or commercial properties located within 300m of the scheme. There is one footpath/cycle lane located directly adjacent to the carriageway at the bottom of the scheme for a 60m stretch, after which it merges with the carriageway. There are three small areas of hardstanding within the scheme suitable for use as laybys however they are not paved.

There are no National Cycle Network routes within 300m of the scheme (OSMaps).

There are no routes listed on WalkHighlands within 300m of the scheme (WalkHighlands).

The nearest traffic count point (ID: 80850) is located approximately 2.5km east of the scheme on the A830 and records an annual average daily flow of 1164 vehicles, with 6% comprised of heavy good vehicles (Department for Transport).

There are no Core Paths within 300m of the scheme (Scotland's Environment).

Road drainage and the water environment

The scheme lies within the Fort William groundwater body (ID: 150696) which was classified by SEPA in 2022 as being in 'Good' condition and which is also a Drinking Water Protected Area (Ground) (SEPA).

Ardnamurchan to Southern Skye (ID: 200355) is a coastal waterbody located approximately 250m south of the scheme and was classified by SEPA in 2022 as being in 'High' condition.

The scheme lies 20m east of Beasdale Burn, which is unclassified by SEPA but discharges into the above coastal waterbody 250m south of the scheme.

Some road drainage is provided within the scheme extents via cut grips.

There are no areas of the A830 carriageway within scheme extents is highlighted as having a likelihood of surface water flooding (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. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- 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 cold-milled material 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).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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 will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A830, and construction works are programmed to be undertaken at night on a rolling programme. As such, the visual impact of the works will be reduced. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change. These changes do not impact any of the Special Qualities of the associated National Scenic Area.

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 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

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.

The scheme lies within the Glen Beasdale SAC and the Glen Beasdale SSSI and 250m north of the Inner Hebrides and the Minches SAC. BEAR Scotland produced a Habitats Regulations Appraisal (HRA) relating to the proposed resurfacing works.

This HRA concluded that works would not result in any Likely Significant Effects on the Inner Hebrides and the Minches SAC. LSE could not be ruled out for the Glen Beasdale SAC, however with appropriate standard working measures in place, the proposed works will not result in Adverse Effects to Site Integrity (AESI) on this site.

The HRA Proforma was approved by NatureScot and will be approved by Transport Scotland as the Competent Authority. All relevant good practice measures will be detailed in the SEMP and adhered to during works. As such, no significant impacts on the SACs are anticipated by virtue of the following factors:

- All works are minor, transient, highly localised, and restricted to the A830 carriageway surface with only resurfacing being undertaken. There will be no in-stream works; therefore, no direct impacts to any of the above European sites are anticipated.
- There is no requirement for land take (or resources) or site clearance from within the sites and no works are required within any part of the site boundaries.
- Standard good practice measures to prevent pollution and reduce noise and lighting associated with works will be in place.
- The works will not result in significantly higher levels of noise or lighting than existing levels of traffic on the A830.
- Works will not promote the known negative pressure on the various designated species.
- No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works, and standard pollution prevention measures will be in place during works.

No records of INNS were identified during the desktop study and works are confined to the trunk road surface, with no requirement to import or excavate the topsoil. 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 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 short duration (one week of nighttime works) and will be undertaken on a rolling programme. 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 will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.
- Plant, machinery and equipment must be fitted with effective silencers where possible. Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms must be utilised during construction.
- Where possible, inherently quiet plant must be selected for construction works.
- All plant, machinery, and vehicles must be switched off when not in use.

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

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 should be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

There is potential for impacts during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials must 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 must be present on site and be available for inspection. A copy of the Duty of Care paperwork should 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.
- If the works encounter coal tar, then this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings. This will include:
    - Coal tar contaminated road planings will be classified as a Special Waste.
    - All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.
    - Coal tar contaminated road planings must be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA must be notified, at least 72 hours before and no longer than one month before, prior to Special Waste leaving site. It must be sent to a facility that holds suitable pollution prevention and control permits and

waste management licences. Copies of consignment notes must be retained for a period of three years.

- Waste must be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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 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 and works being undertaken out of the traffic peak hours. Access to NMU facilities which lie within 300m of the scheme, will be maintained and the works are being undertaken at night when footfall and cyclist count is at its lowest.

No residential or commercial properties lie within 300mm of the works, and as such, there is limited potential for disturbance from noise, vibration and construction lighting in spite of the nighttime working programme.

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 at night, and non-essential lighting will be switched off at night.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR 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 maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The 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 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 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 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.
- 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

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 surface, with access gained via the A830. TM will employ full nighttime road closure with regular amnesties.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site. The vulnerability of the project to risks of major accidents and disasters is considered to be low.

Assessment cumulative effects

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, 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 (Map Search) identified no approved planning applications within 300m of the scheme within the last year.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified no other roadworks noted as being planned, on the trunk road at the same time as these schemes. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to TM. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR Scotland will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have significant cumulative effects 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. A Habitats Regulations Appraisal has determined that the works will not result in Likely Significant Effects on the Inner Hebrides and the Minches SAC. While LSE was not ruled out for the Glen Beasdale SAC, AESI was ruled out.

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) do not exceed 1 hectare in area, are situated in whole in the Glen Beasdale Special Area of Conservation, the Glen Beasdale Site of Special Scientific Interest, and the Morar, Moidart and Ardnamurchan 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, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is restricted to the 0.47ha of existing carriageway boundary.
- Works are restricted to the 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 nighttime hours on a 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.

- 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 Glen Beasdale SAC, Glen Beasdale SSSI, or the Morar, Moidart, and Ardnamurchan National Scenic Area which the scheme lies within.
- The scheme lies within the Glen Beasdale SAC and 250m north of the Inner Hebrides and the Minches SAC. It has been assessed that the works will not result in AESI on either SAC.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- 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 site compound is required for this scheme.

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.
- 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.

References of supporting documentation

Habitats Regulations Appraisal (HRA) Screening (A830 East of Beasdale); BEAR Scotland, August 2024.

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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