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Environmental Impact Assessment Record of Determination

A82 Bunloit Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works with an area of 1.18ha, along a 1.9km section of the A82 trunk road. The works involve milling out and replacing bituminous material to a mixed depth inlay. Following the resurfacing works; road markings and studs will be reinstated, reflective bollards in verges will be replaced and ditching works will be carried out. Ditching works will involve cleaning out any sediment build-up within the ditch by mechanical excavator, with all material removed from the ditching being side casted on site.

The main plant utilised will include pavers, planers, excavators, and rollers. A welfare unit with generator will be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Reset and/or replace roadside gullies where required
- Lay new surface course
- Roll surface and allow it to set
- Install road markings and studs
- Replace bollards and complete ditching works
- Remove TM and open road

Works are programmed to be begin in the 2026/27 Financial Year, currently due to commence on 25/05/2026 for a duration of ten nights. Works will be conducted during nighttime working hours (20:00-08:00). Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) will involve full night-time road closure with regular amnesties. Access to junctions and private roads will be maintained as far as is reasonably practicable. Site access and plant storage will be located within TM.

Location

The scheme is located on the A82 carriageway approximately 4km south of the settlement of Drumnadrochit, within the Highland Council area (Figure 1).

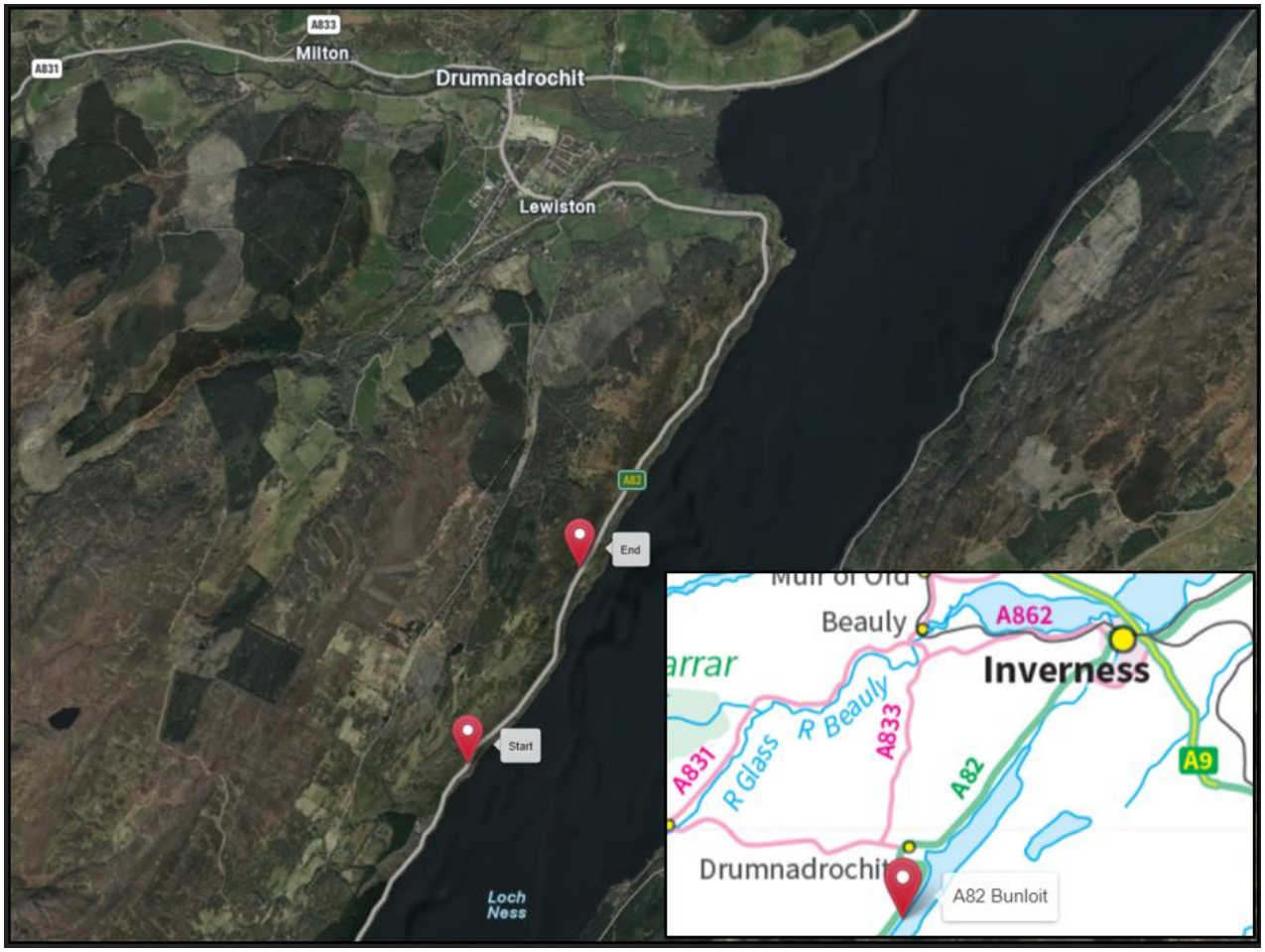

Figure 1: Scheme location and extents.

The scheme has the following National Grid References (NGRs):

- Start: NH 50267 24519
- End: NH 51250 26092

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMAs) within 10km of the scheme extents.

There are no registered sites on the Scottish Pollutant Release Inventory (SPRI) located within 10km of the scheme.

There are no Air Quality Monitoring Stations (AQMS) within 10km of the scheme extents.

Due to the rural location of the works, baseline air quality is likely to be primarily influenced by traffic travelling along the A82; with secondary sources likely derived by the nearby land management activities.

Cultural heritage

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

- One scheduled monument, 'Crusader, Remains of Jet-Powered Boat', lies approximately 260m southeast of scheme extents in Loch Ness.
- Several features of lesser cultural significance (i.e. Historic Environment Record (HER) and National Record of the Historic Environment (NHRE) sites); the closest of which, 'Loch Ness, Lower Lenie, John Cobb Memorial', which lies within the A82 trunk road boundary within scheme extents.

There are no Conservation Areas, Battlefields, World Heritage Sites, Garden and Designed Landscapes, or Listed Buildings within 300m of the scheme extent (PastMap).

The works are confined to the trunk road boundary. As such, construction of the A82 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 is not located within any National Park (NP), National Scenic Area (NSA) or any other site designated for its landscape character and visual effects (SiteLink).

The scheme is located on a rural stretch of the A82, on the western bank of Loch Ness and approximately 4km south of Drumnadrochit. The surrounding land is dominated by mixed woodland, including forestry plantations, exposed rock slopes, and freshwater habitat with Loch Ness providing a dominant landscape feature.

The scheme lies within the Landscape Character Type (LCT) 'Broad Steep-Sided Glen (LCT No.225), which has the following key characteristics:

- A clearly defined, broad, linear, steep sided, V-shaped glen and deep loch cutting through mountains and hills, with limited areas of flatter ground.
- Large-scale conifer forests with small areas of open moorland covering most of the glen sides, particularly the lower slopes.
- Small patches of broad leaved woodlands, mostly in side glens and close to the shore.
- Agricultural land on less steep slopes, glen intersections and alluvial plains.
- A few settlements, with a well-defined core, located at glen intersections and on gentler slopes, separated by long stretches of relatively uninhabited land.
- Contrast between the busy trunk road and larger settlements on the west side and the quiet minor road on east side which has fewer settlements separated by large undeveloped areas.
- Strong evidence of past settlement in the number and diversity of archaeological and historic sites from prehistoric times to the 20th Century.
- Contrast between the visual and seasonal diversity of broadleaf woodland and bright, open pockets of farmland and the forested and moorland surroundings.
- Contrast between the smaller scale landscapes of settled, lower slopes and the large scale moorland and forested backdrop.
- A simple linear and enclosed visual composition of bands of land, water and sky, with long skylines of even height, and the glen and loch as unifying features.
- Visual focus directed along the linear route of the glen or across the water to the opposite shore and up to the skyline.

The A82 trunk road, within the North West, connects Alexandria with Crianlarich, Fort William and Inverness. It commences immediately north of Tullichewan Roundabout in Alexandria leading generally northwards for a distance of 243 kilometres to its junction with the A9 at (but excluding) Longman Roundabout in

Inverness. The A82 is predominantly a single carriageway along its length, with some lengths of '2+1' carriageway. The A82 is a single carriageway throughout the scheme extents.

Biodiversity

The scheme lies approximately 1.7km west of the Ness Woods Special Area of Conservation (SAC) (Site ID: 8337). No other European sites lie within 2km of, or hold ecological connectivity with scheme extents.

Inverfarigaig Site of Special Scientific Interest (SSSI) (Site ID: 813) is a component of the Ness Woods SAC which overlaps with the SAC approximately 1.7km southeast of the scheme.

There are no other locally or nationally designated sites for biodiversity features within 300m of the scheme.

The National Biodiversity Network (NBN) Atlas holds several records of bird species within 2km of the schemes (only including records during the past ten years and of open-use attributions (OGL, CC0, CC-BY). Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected, with certain species receiving additional protections.

The NBN Atlas also holds the following records of invasive non-native species (INNS) of plant (denoted by *) and injurious weeds (as listed in the Network Management Contract (NMC)) under the same criteria:

- Broad-leaved dock (*Rumex obtusifolius*)
- Creeping thistle (*Cirsium arvense*)
- Himalayan balsam (*Impatiens glandulifera*)*
- Japanese knotweed (*Reynoutria japonica*)*
- Rosebay willowherb (*Chamaenerion angustifolium*)

A search using Transport Scotland's Asset Management Performance System (AMPS) recorded no instances of INNS of plants or injurious weeds within the scheme extent.

Habitat in the surrounding area is dominated by mixed woodland, including forestry plantations, areas of exposed rock slopes; and freshwater habitat.

Areas of woodland as listed on the Ancient Woodland Inventory (AWI) overlap the entirety of the scheme extent, with several other areas within 300m. Woodlands in

proximity to the scheme are listed as both 'ancient (of semi-natural origin)' and 'other (on Roy map)'.

There are no areas of trees covered by a Tree Preservation Order (TPO) by Highland Council within 300m of the scheme.

Geology and soils

There are no Geological Conservation Review Sites (GCRSs) or SSSIs designated for geological features within 300m of the scheme (SiteLink).

Component soils throughout the scheme extent comprise of humus-iron podzols with peaty gleyed podzols (Scotland's Soils).

Soils in the area around the scheme extent are comprised of 'Class 0' mineral soils, and peatland habitats are not typically found on such soils (Carbon and Peatland Map 2016).

Bedrock geology within the scheme is recorded as 'Mealfuarvonie Sandstone Member' (Sandstone) (BGS Geology Viewer).

Superficial deposits within the scheme consist of till – diamicton (BGS Geology Viewer).

Material assets and waste

The resurfacing works are required to replace worn surface and general maintenance of the A82 trunk road. Materials used will consist of:

- Asphaltic material (AC32/AC20/TS2010)
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint
- Replacement bollards

Wastes are anticipated to be removed planings from the surface course, which will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. Additionally, ditching material will likely be left on site, with old bollards to be removed from site and disposed of appropriately. Any ditching waste remaining on-site must follow the Scottish Environmental Protection Agency (SEPA) Low Risk Waste Activity (LRWA) 9, details of which will be listed below.

There is no requirement for a site compound.

As the scheme value is greater than £350,000 (approximately £600,000); a Site Waste Management Plan (SWMP) is required to be in place for works.

No coal tar has been highlighted within the scheme extent during investigation works.

Noise and vibration

For residential, community and commercial receptors refer to the 'Population and Human Health' section below.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by Transport Scotland's Transportation Noise Action Plan (TNAP) 2024-2028.

Modelled noise data for the A82 at the scheme extent shows that the day, evening and night levels (Lden) fall between 67-72dB (Scotland's Noise).

Due to the rural location of the scheme, baseline noise levels are likely to be primarily influenced by traffic travelling along the A82; with secondary sources derived from nearby land management activities.

Population and human health

There are six residential and/or commercial properties within 300m of the scheme extent; the closest lies approximately 25m west of the scheme and is screened from the A82 by an intervening woodland belt.

An access point to one property and one layby lie within the A82 carriageway within scheme extent.

There are no pedestrian footways, street lighting, parking areas or bus stops within the scheme extent.

There are no National Cycle Routes, Core Paths, or walking routes designated by WalkHighlands within 300m of the scheme.

In 2025, the annual average daily flow (AADF) of traffic was recorded on the A82 trunk road within scheme extents (Site ID: JTC00145) accounted for 3,856 vehicles, with 22.1% of these heavy goods vehicles (HGVs) (Transport Scotland Traffic Count Data).

TM will involve full night-time road closure with regular amnesties and the control of junctions where required.

Road drainage and the water environment

The scheme extent and surrounding area is underpinned by the Inverness groundwater (ID: 150670). This is 413.7 square kilometres in area and in 2024, was assigned an overall condition of 'good' by SEPA under the Water Framework Directive (WFD) (SEPA).

Loch Ness is a lake (ID: 100156) in the River Ness catchment of the Scotland river basin district. It is 55.3 square kilometres in area and lies approximately 10m east of the scheme at its closest point. In 2024, Loch Ness was assigned an overall condition of 'good' by SEPA under the WFD (SEPA).

Several unclassified waterbodies are culverted under the A82 and discharge into Loch Ness within scheme extents (SEPA).

SEPA Flood Map has highlighted a medium risk of surface water and small watercourses flooding (i.e. a 0.5% chance of flooding each year) within the A82 carriageway at the scheme extent.

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable

a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to the above noted legally binding target of net-zero by 2045. Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport (Mission Zero for transport | Transport Scotland).

Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB) and Transport Scotland's Environmental Impact Assessment Guidance (Guidance - Environmental Impact Assessments for road projects (transport.gov.scot).

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause adverse 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.

- 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 the 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, and 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 risk 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 temporary 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, works will be restricted to the A82 carriageway boundary and limited to the like-for-like replacement of the carriageway surface and reflective bollards. Works will also be carried out during night-time hours, over a duration of 10 nights in total.

Land use will not change as a result of the works, and the works will not result in any obvious 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 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 located approximately 1.7km from the Ness Woods SAC (and component SSSI). Due to the ecological connectivity between proposed works and the qualifying features of the site; a Habitats Regulations Appraisal (HRA) was completed and concluded that no likely significant effects (LSE) would occur on the qualifying features of the SAC due to the lack of in-water works, distance between

sites and short duration of works. As such, no further assessment or consultation with NatureScot was required.

All works will be restricted to the A82 trunk road boundary and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, with only minor excavation being required to replace reflective bollards in verges and for ditching works. The scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or INNS of plants, invasive native perennials, or injurious flowering plant species, should these be present in adjacent verges.

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. However, works are restricted to the A82 boundary and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A82 and the scheme is of short duration (10 nights) on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

Areas of ancient woodland are located within 300m of the scheme, however, no tree felling is planned during works.

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

- No in-water works will be permitted. 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. If required, NatureScot will be contacted for advice.

- 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.

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

Excavation is required as part of the resurfacing works; however, this will be restricted to the A82 trunk road boundary. Some localised soil exposure/disturbance will occur along carriageway verges, due to minor excavation to facilitate the replacement of reflective bollards, and ditching works; however, this will not result in any change to local soil make-up, and standard working practices will limit any potential pollution to soils. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- 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 will 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.
- Planings will be re-used or recycled in line with BEAR Scotland's procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and will be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and undertaken where possible, 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.

- The following LRWA9 conditions will be adhered to for all ditching works where the waste is not being removed from site:
    - Waste will be produced by a dredging activity that is authorised by General Binding Rule (GBR) Registration or Permit.
    - Waste will be deposited at the same site where it was produced.
    - Waste will not be left on the banks such that its placement heightens the banks of any river, burn, ditch or loch.
    - Large items, litter, or fly-tipped waste will be removed from the dredged materials and transported to a suitably authorised site by a registered transporter of waste.

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 works have the potential to cause adverse noise and vibration impacts for local receptors through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. The works will employ a night-time working pattern with the noisiest works (e.g. planing) completed by 23:00 where practicable. Due to the short duration (10 nights) and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in a poor condition with a series of defects. Replacing the life-expired surface course affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, 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 1974, will be employed at all times to reduce noise to a minimum.
- Affected local residents and the Environmental Health Officer (EHO) for the Highland Council will be notified of works.
- The noisiest works (e.g. planing) will be programmed to be completed by 23:00 where possible.

- 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.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times.

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 operation during night-time hours.

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be granted as required.

- Any changes of schedule (e.g. change from nighttime works to daytime works) will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to 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 works may result in potential direct or indirect effects on 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 Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings, ditching waste) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.

- 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 will be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

During the works there is potential for impacts such as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- 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 and any waste which cannot be re-used or remain on-site will be disposed at local landfill, to reduce greenhouse gas emissions associated with materials movement.

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

Small areas of the A82 carriageway within scheme extents are recorded as being medium risk (0.5% chance each year) of surface water and small watercourse flooding. Works will be programmed to avoid periods of adverse weather or heavy rainfall as far as is reasonably practicable.

Works are restricted to the made ground of the A82 trunk road boundary and TM will be designed in line with existing guidance. TM will consist of full nighttime (20:00-08:00) road closure with regular amnesties, with no TM during the daytime. Where required, alternative NMU 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 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 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 identified no approved planning applications within 300m of the scheme, in the last 6 months.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that no other roadworks are noted as being planned on this area of the A82 trunk road at the same time as this scheme. Due to the timing and nature of the

proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of its 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. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

An HRA was completed and concluded that no likely significant effects (LSE) would occur on the qualifying features of the Ness Woods SAC due to the lack of in-water works, distance between sites and short duration of works. As such, no further assessment or consultation with NatureScot was required.

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

This is a relevant project in terms of 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare (1ha) in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental

Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, replacement of reflective bollards and ditching works, with all works restricted to made ground on the A82 trunk road.
- Construction activities are restricted to an area of 1.18ha along a 1.9km stretch of the A82.
- The works will be temporary, transient, localised, and completed during night-time 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.
- By removing the carriageway defects this will provide this part of the A82 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.

Location of the scheme:

- The scheme will be located within the existing A82 trunk road boundary and as such, no land take will be required.
- The scheme is located approximately 1.7km west of the Ness Woods SAC (and component SSSI); the HRA concluded no LSE would occur on the qualifying features as a result of proposed works and no further assessment or consultation with NatureScot was required.
- The scheme is not located within a NP/NSA, or any other sensitive sites (such as any sites designated for biodiversity conservation). Works entail like-for-like resurfacing, bollard replacement and ditching; no change to the visual landscape is expected.

Characteristics of potential impacts of the scheme:

- 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.
- 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, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement 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.
- Works are programmed to be of short duration and nighttime resurfacing works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.

References of supporting documentation

F565 Habitats Regulations Appraisal (HRA) Proforma - Combined A82 Resurfacing Schemes (2026)

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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