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Environmental Impact Assessment Record of Determination

**A835 Combined Resurfacing:
A835 North of Glascarnoch
Dam**

A835 Loch Droma Viewpoint

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on two nearby sections of the A835 trunk road with a combined length of 3,539m (A835 North of Glascarnoch Dam: 1580m; A835 Loch Droma Viewpoint: 1,959m) and area of 1.69ha (A835 North of Glascarnoch Dam: 1.20 ha; A835 Loch Droma Viewpoint: 1.49ha). Carriageway resurfacing will involve the milling out and replacement of bituminous material across both lanes of the scheme. Following the resurfacing works, road markings and studs will be reinstated.

The main plant for the proposed works will include pavers, planers, excavators, and rollers. 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 the site.
- Mill out old surface course.
- Lay new surface course.
- Roll surface and allow it to set
- Install road markings and studs.
- Remove TM and open road

The works comprise two schemes – A835 North of Glascarnoch Dam and A835 Loch Droma Viewpoint located within close proximity of one another on the A835 trunk road. Both schemes are currently programmed for delivery within the 2026-2027 financial year, with North of Glascarnoch dam starting on the 12/10/2026 and Loch Droma viewpoint the 23/11/2026. Both Schemes will run for five days, with daytime working hours (07:00 – 19:00). Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic Management (TM) for both schemes will consist of single lane closure with 10mph convoy during the hours 07:00 – 19:00. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8 ([Traffic signs manual chapter 8](#)). Access to junction and private roads will be maintained where required. Site access and plant storage will be located within TM. If the programme changes, this may result in amendment to the exact TM requirements.

Location

The schemes are located along a stretch of the A835 trunk road approximately 11km northwest of the rural village of Garve, within the Highland Council administrative area (Figure 1). The scheme extents are in close proximity to one another and comprise the A835 North of Glascarnoch Dam section (Figure 2) and the A835 Loch Droma Viewpoint section (Figure 3). Given their proximity, both schemes have been assessed together within this RoD.

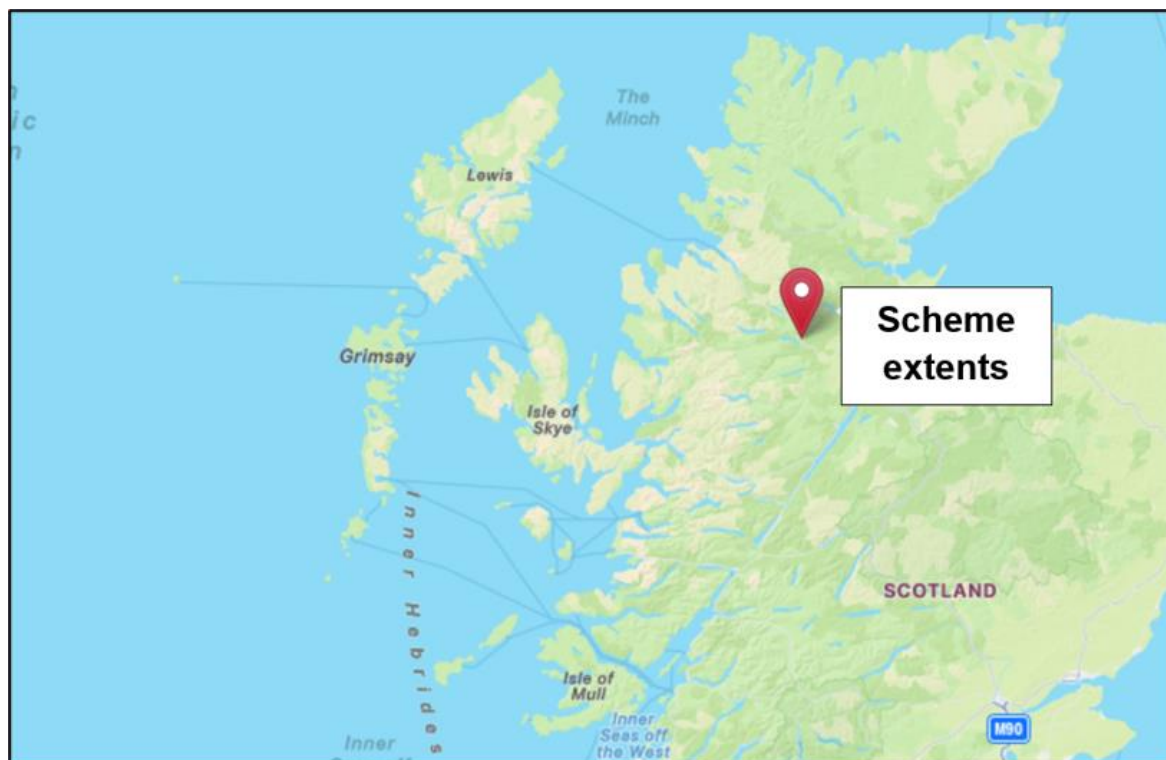


Figure 1. Scheme extents

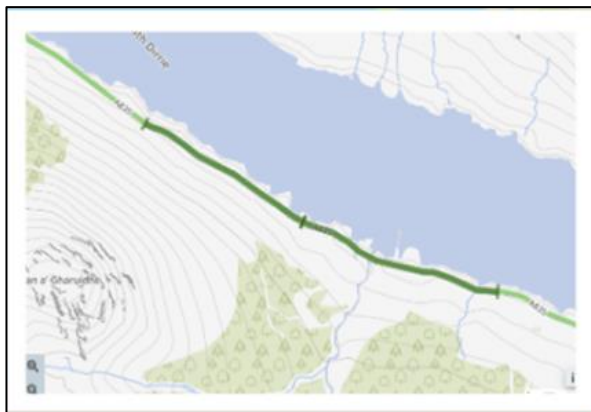


Figure 2. A835 North of Glascarnoch Dam



Figure 3. A835 Loch Droma Viewpoint

Description of local environment

Air quality

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

One air quality monitoring site is located within 10km of the schemes. 'Strath Vaich' lies approximately 5km north from the nearest scheme and, at the time of the search, air quality pollution levels were recorded as 'low' ([Scottish Air Quality](#)).

There are no air pollutant release sites registered on the Scottish Pollution Release Inventory (SPRI) located within 10km of either scheme ([Scottish Pollution Release Inventory](#)).

Due to the rural location of the schemes, air quality is likely good, with baseline air quality mainly influenced by vehicles travelling along the A835 trunk road. Secondary sources are likely derived from land management activities in the wider area.

Cultural heritage

There are no Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage Sites found within 300m of either scheme ([Pastmap](#)).

Of lesser Cultural Heritage importance, a number of Historic Environment Records (HER) and National Records of the Historic Environment (NRHE) lie within 300m of both scheme extents. The nearest of these is HER and NRHE 'Torrandhu Bridge' which lies 30m east of the A835 Loch Droma Viewpoint scheme extents.

As the works are restricted to the engineered ground of the A835 trunk road boundary and there are no Cultural Heritage features within the scheme extents, there is negligible potential for cultural heritage impacts as a result of the proposed works. Furthermore, construction of the A835 is likely to have removed any archaeological remains that may have been present within the area. Therefore this receptor is not considered further in this Record of Determination (RoD).

Landscape and visual effects

The schemes are not located within a National Park (NP), National Scenic Area (NSA) or any other site designated for its landscape character and quality ([SiteLink](#)).

The Landscape Character Type ([LCT 330](#)) within both scheme extents is recorded as 'Rounded Hills and Moorland Slopes – Ross & Cromarty', which has the following key characteristics:

- Broad, rounded hills and upland moorlands with smooth, gentle slopes down to broad straths, creating an undulation skyline.
- Occurs in a large tract which weaves around and between the adjoining Rounded Mountain Massif and Rugged Mountain Massif – Ross & Cromarty and unifies the mountain groups.
- Large areas of uniform moorland vegetation with occasional surface detail of rivers, lochs, riparian woodland, woodland patches, and regenerating trees.
- Large coniferous forests on accessible lower slopes.
- Broad straths with natural, meandering rivers and occasionally highlighted by green, unenclosed, improved pastures and riparian trees.
- Occasional major trunk roads curve through the lowest major straths, with very little associated service development.
- Small groups of mainly traditional buildings around road junctions and at rail stations.
- Man-made structures of pylons, wind farms, and reservoirs occur as occasional features within a large-scale landscape.
- Many archaeological features on lower ground from prehistoric, medieval and later periods.
- Large, remote interior areas of vast scale with wildness characteristics.

Land use ([HLAmap](#)) within 300m of both scheme extents is classified as a combination of reservoir (Loch Glascarnoch and Loch Droma), plantation woodland and rough grazing.

The land surrounding the trunk road throughout both scheme extents is classified as 6.3 – ('Land capable of use as rough grazing with low quality plants') ([Scotland's Soils](#)).

The A835 Trunk Road, within the North West Network Management Contract (NMC), including the A893, connects Tore with Ullapool. It commences at (but excludes) the A9 Tore Roundabout leading generally north-westwards for 80 kilometres to (but excludes) its junction with the ferry terminal at Ullapool. The A835 is a single carriageway along its length.

Biodiversity

The Beinn Dearg Special Area of Conservation (SAC) (NatureScot Site Code: [8198](#)) lies adjacent to the A835 southbound (SB) carriageway within the A835 Loch Droma Viewpoint scheme extent.

The Fannich Hills SAC (NatureScot Site Code: [8634](#)) lies adjacent to the A835 northbound (NB) carriageway within the A835 Loch Droma Viewpoint scheme extents.

There are no European sites located within 2km or with ecological connectivity to the A835 North of Glascarnoch Dam scheme extents.

A Habitats Regulations Appraisal (HRA) has been undertaken to assess the potential effects of the works on the qualifying features of the sites. Refer to the Biodiversity Impacts and Mitigation section below.

Beinn Dearg Site of Special Scientific Interest (SSSI) (NatureScot site code: [1699](#)) overlaps the Beinn Dearg SAC boundary adjacent to the A835 Loch Droma Viewpoint scheme extent.

Fannich Hills SSSI (NatureScot Site Code: [627](#)) overlaps the Fannich Hills SAC boundary adjacent to the A835 Loch Droma Viewpoint scheme extent.

No other locally or nationally designated sites with biodiversity features (such as Local Nature Reserves or National Nature Reserves) are located within 300m of either scheme ([SiteLink](#)).

Numerous records of bird species were also returned within 2km of the works under the same search criteria. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

A search of NBN Atlas identified one record of injurious plant species (as listed in the NMC) using the same search criteria:

- Common ragwort (*Jacobaea vulgaris*)

A search of Transport Scotland's Asset Management Performance System (AMPS) holds no records of invasive and injurious plant species (as listed in the NMC) within 300m of the scheme.

Habitat surrounding the A835 carriageway is dominated by rough grazing and plantation woodlands of densely planted coniferous tree species. Loch Glascarnoch and Loch Droma are prominent features of the landscape.

There are no ancient woodlands listed on the Ancient Woodland Inventory ([Ancient Woodland Inventory Scotland](#)) within 300m of the scheme.

According to the Highland Council there are no areas of trees or individual trees covered by a Tree Preservation Order (TPO) located within 300m of the schemes ([Highland Tree Preservation Orders](#)).

As works are restricted to the A835 trunk road boundary, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. Therefore, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

Bedrock geology ([BGS Geology Viewer](#)) within the schemes consist of:

- Vaich Pelite Formation-Garnet semipelite.
- Crom Psammite Formation-Psammite.

Superficial deposits ([BGS Geology Viewer](#)) within the schemes consist of:

- Glacial deposits-Diamicton, gravel, sand and silt.

Soils within the schemes are recorded as peaty gleyed podzols with dystrophic semi-confined peat with peaty gleys ([Scotland's Soils](#)).

Soils within the schemes are recorded as being of Carbon and Peatland 'Class 1, Class 3 and Class 5'. 'Class 1' is associated with nationally important carbon-rich soils, deep peat and priority peatland habitat. Areas likely to be of high conservation value. 'Class 3', class is associated with dominant vegetation cover and is not priority peatland habitat but is associated with wet and acidic type. Occasional peatland habitats can be found. Most soils are carbon-rich soils, with some areas of deep peat and 'Class 5', class is associated with soil information which takes precedence over vegetation data. No peatland habitat recorded. May also include areas of bare soil. Soils are carbon-rich and deep peat ([Carbon and Peatland Map](#)).

Beinn Dearg SSSI (NatureScot site code: [1699](#)) overlaps the Beinn Dearg SAC boundary adjacent to the A835 Loch Droma Viewpoint scheme extent. It is designated for the following geological features, with biological features listed in the Biodiversity section above:

- Quaternary of Scotland

Fannich Hills SSSI (NatureScot Site Code: [627](#)) overlaps the Fannich Hills SAC boundary adjacent to the A835 Loch Droma Viewpoint scheme extent. It is designated for the following geological features, with biological features listed in the Biodiversity section above:

- Moine
- Quaternary of Scotland

There are no Geological Conservation Review Sites (GCRSs) within 300m of either scheme ([SiteLink](#)).

Material assets and waste

The proposed works are necessary to replace the worn surface, some structural maintenance, and reinstatement of 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 removed planings from the surface course, which will be treated in line with the Scottish Environment Protection Agency's (SEPA) Low Risk Waste Activity (LRWA) 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates. Coal tar has not been identified on site.

There is no requirement for a site compound. Storage of plant and equipment will be within the TM on the A835 carriageway.

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

Noise and vibration

Works are not located within a Candidate Noise Management Area (CNMA) as defined by the [Transportation Noise Action Plan](#).

Scottish Noise Mapping indicates average noise levels during the day, evening and night (LDEN) ranges between 60 and 70dB within the A835 and its associated verges ([Scotland's Noise Map](#)).

Given the rural nature found within the scheme, it is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A835.

Population and human health

There are no residential or commercial properties, bus stops or paved pedestrian footpaths located within 300m of both schemes. One access road lies within the scheme extent on the northbound side of the carriageway which leads to several wind turbines and one layby/parking area lies approximately 30m northwest beyond the Glascarnoch Dam scheme extent. Street access to the Loch Glascarnoch Weather Station is located within the area of the Loch Droma scheme, 130m north of the starting location.

There are no National Cycle Network (NCN) routes ([OS Maps](#)) listed on [Core Paths in Highland Council](#) or [WalkHighlands](#) within 300m of the scheme

Two walking routes are listed on [WalkHighlands](#) within 300m of the scheme extent. 'Sgùrr Mòr and the eastern Fannichs' begins 120m from the southern end of the scheme. It then follows a ridge to the south, moving away from the scheme for 15.5 miles. 'Am Faochagach' begins at the same location moving north away from the A835 for 8.75 miles.

Transport Scotland's manual data counter (Site name JTC08230) located approximately 1.2km southeast from the A835 North of Glascarnoch Dam scheme, recorded an annual daily total (ADT) of 1,880 motor vehicle in 2025, of which 8.2% were Heavy Goods Vehicles (HGVs).

TM for both schemes will consist of a single lane closure with 10mph convoy during the hours 07:00 – 19:00.

According to [Scottish Road Works](#) there are no other works scheduled within 300m of the schemes for the planned duration.

Road drainage and the water environment

'Northern Highlands' (ID 150701) is a groundwater body, in the Scotland river basin district, which underlies the Glascarnoch scheme. It was awarded an overall status of 'good' in 2024 by Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([Water Classification Hub](#)).

Loch Glascarnoch is a lake (ID: 100113), in the River Conon catchment of the Scotland river basin district. It lies approximately 65m north from the A835 North of

Glascarnoch Dam scheme. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation. It was awarded an overall status of 'poor ecological potential' in 2024 by SEPA under the WFD ([Water Classification Hub](#)).

'Northern Highlands' (ID 150701) and 'Wester Ross, Assynt and Kintail' (ID: 150700) are groundwater bodies, in the Scotland River basin district, which underlie the schemes. Both were given an overall status of 'good' in 2024 by Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([Water Classification Hub](#)).

The A835 carriageway within the scheme extent spans 'Abhainn an Torrain Duibh' (ID: 20189), which is a river, in the River Conon catchment of the Scotland river basin district. It was awarded an overall status of 'poor' in 2024 by SEPA under the WFD ([Water Classification Hub](#)).

'Abhainn Droma' is a river (ID: 20548), in the River Broom catchment of the Scotland river basin district. It flows directly into the unclassified waterbody Loch Droma which lies approximately 25m south from the A835 carriageway at the A835 Loch Droma Viewpoint scheme extent. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation. It was awarded an overall status of 'good ecological potential' in 2024 by SEPA under the WFD ([Water Classification Hub](#)).

Presence of unclassified surface waterbodies and/or culverted drainage may be present within 300m of the schemes.

The schemes fall within areas that have a medium to high likelihood of river and surface water and small watercourse flooding each year (i.e. a 0.5-10% chance of flooding each year ([SEPA Flood Maps](#))).

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 local air quality impacts. The main sources are likely to be dust and particulate matter generated by resurfacing operations, as well as exhaust

emissions from transportation of materials, the presence of construction traffic and vehicles idling. 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 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).
- 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 exist.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the works.

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

Landscape and visual effects

There will be a temporary, short-term impact on the landscape character and visual amenity of the sites 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 A835, and construction works are programmed to be of short duration (10 days in total), undertaken between the hours of 07:00 and 19:00 and will be conducted on a rolling programme. There are no residential or commercial properties, bus stops or paved pedestrian footpaths located within 300m of the scheme. As such, the visual impact of the works will be minimal. 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.

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, minimising 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 shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

Due to ecological connectivity between the A835 Loch Droma Viewpoint and the Finnach Hills SAC, Beinn Dearg SAC and associated SSSIs; a HRA was produced. The HRA concluded that there would be no Likely Significant Effects (LSE) on the qualifying features of the designated sites as a result of the proposed works based on the following factors:

- No works will take place within the boundary of the designated sites and no in-water works are required
- Works are restricted to the A835 trunk road boundary and of short duration
- Standard working practices to prevent pollution events from construction works will be in place
- The qualifying features of the SACs are immobile habitat features and, as such, there is limited connectivity present.

In general, the habitat surrounding the schemes indicate the potential for presence of protected mammal species. 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 an increase in noise and visual disturbance. However, works are restricted to the A835 carriageway 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 A835 and the scheme is of short duration and will be conducted during daytime hours on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

A search of Transport Scotland's Asset Management Performance System (AMPS) identified no records of any INNS. No vegetation clearance is required, and works are restricted to the trunk road boundary. Furthermore, the works will also be restricted to the surfaced area of the carriageway with no or minimal access to road verges required, and as such it is unlikely that any injurious or invasive plant species will be encountered during the works.

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. The following mitigation measures will be in place to minimise impacts on biodiversity features in the area:

- No in-water works or discharges into the water environment 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 (where required) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified on site, all works within 30m of the nest will stop until the BEAR Scotland NW Environment Team can provide advice.
- 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.

Taking into account the nature and scale of the works and the good site practice mitigation measures which will be adopted during the works, it is anticipated that any biodiversity effects associated with the proposed works will not be significant. This receptor is not considered further in this RoD.

Geology and soils

The scheme is not located within a GCRS or geological SSSI, and all works are restricted to the A835 trunk road boundary and therefore will not impact on designated sites in the wider area. Although the works will entail minor excavation as part of the resurfacing works, this will be on engineered ground and restricted to the trunk road boundary. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- Excavation will be restricted to the made ground of the A835 carriageway.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to during construction.

With the above mitigation measures in place, it is anticipated that any geology and soil 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.
- All waste stored on site will be adequately protected against the elements.
- 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 road planings will be treated in line with LRWA 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.
- 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 will 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 for the proposed activities. However, the works are not located within a CNMA or CQA and there are no residential or commercial properties, bus stops or paved pedestrian footpaths located within 300m of the schemes. Additionally, works will be of short duration and conducted during daytime hours (07:00 and 19:00).

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing 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 1874, will be employed at all times to reduce noise to a minimum. 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.
- 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

While there are no residential or commercial properties, bus stops or paved pedestrian footpaths located within 300m of the scheme, during construction, activities undertaken on site have the potential to have temporary adverse impacts on vehicle travellers, visitors to the area, and NMUs as a result of construction presence and associated delays due to the TM measures.

However, no significant congestion issues are noted during the proposed construction hours; however, increased journey times may occur due to TM measures. However, these are considered insignificant considering the relatively low traffic counts in the area. Road users will also be informed of the works through media release which will provide details of construction dates and times. Additionally, local access will be granted as required.

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.
- Local access will be granted where required.
- 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](https://www.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 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:

- Standard working practices to comply with The Environmental Authorisations (Scotland) Regulations 2018 (EASR) for works in or near water will be detailed in the SEMP and adhered to on site.
- No in-water works or 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) 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 that they have not become blocked as a result of the works.
- 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 bowzers 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 banded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.
- All storage of hazardous materials utilised on site is required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements.

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 works have the potential to cause local air quality impacts 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 schemes, 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 its Carbon Management Policy.
- All mitigation measures detailed within 'Air Quality' and 'Material Assets and Waste' will be adhered to.
- If appropriate, warm mix asphalt will be used.
- 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 facilities, where required.

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

Although sections of the A835 carriageway have a high likelihood (10% chance) of river and surface water flooding each year; works will be programmed as far as is

reasonably practicable to avoid periods of adverse weather or heavy rainfall. Additionally, there will be no change to the likelihood of flooding on the A835 within the scheme extents upon completion of the works.

Works are restricted to areas of engineered ground of the A835 trunk road and TM will be designed in line with existing guidance. Traffic Management will consist of lane closure with 10mph convoy during the hours 07:00 – 19:00. TM will be publicised in advance. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the traffic management setup.

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.

The works will not result in any change in the vulnerability of the A835 carriageway to risk, or in severity of major accidents/disasters that would impact on the environment.

A SEMP will be put in place which will set out a framework to reduce adverse impacts from construction activities on sensitive environmental receptors. The SEMP will set out the commitments and constraints and will identify the procedures and measures that will be used to manage and control these aspects. The contractors will be required to comply with all conditions of the SEMP.

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 application within 300m of the schemes.

A search of the [Scottish Road Works Commissioner website](#) has not identified any other roadworks that are currently ongoing, or 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 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.

Due to the proximity of the works to European sites, a HRA was undertaken which concluded that there would be no LSE on any of the qualifying features of the designated sites as a result of the proposed resurfacing 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) exceed 1 hectare 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:

- Construction activities are restricted to the A835 and will be completed over a short duration during day-time hours.
- The works are restricted to the like-for-like replacement of worn road surface and reinstatement of road markings, with all works restricted to the made ground of the A835.
- The works will be temporary, transient, localised and completed on a rolling programme during day time hours.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- No INNS have been recorded within the scheme extents.
- The risk of major accidents or disasters is considered to be low.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Removing the carriageway defects will provide these sections of the A835 with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- The schemes will be restricted to the existing A835 road boundary (carriageway surface) and as such, no land take will be required.
- The A835 Loch Droma Viewpoint scheme is located adjacent to two SAC's and two SSSI's; however, no LSE or adverse impacts on these sites has been identified.
- The site compound will be located on made ground within TM.
- No residential properties or other sensitive receptors lie within 300m of the schemes.

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.
- Works are programmed to only take 10 days in total to complete on a rolling programme during day time hours.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface will reduce the noise levels from travelling public and in turn will reduce disruption to the receptor located in proximity to the scheme.
- The SEMP will include plans to address environmental incidents.

- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.

References of supporting documentation

F565 Habitats Regulations Appraisal Proforma A835 Loch Droma Viewpoint (23-NW-0103-115). BEAR Scotland, 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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