



TRANSPORT  
**SCOTLAND**  
CÒMHDHAIL ALBA

# Environmental Impact Assessment Record of Determination

A82 Glenurquhart Road  
Lighting Refurbishment

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to refurbish a section of existing lighting on the A82 within Ballifeary which lies approximately 1km southwest of Inverness City Centre. Works will include the replacement of existing lighting columns, cabling, signs and control pillar. The new installation will predominately feature a single sided layout in contrast to the existing staggered layout. This is most likely to be along the footpath adjacent to the A82 northbound lane. If possible, road crossings ducts at side roads will be re-used.

Construction activities will include the following:

- Excavation of new column holes and tracks for new cable and ducting routes.
- Laying of ducting and cabling in ground for columns and signs.
- Installation of new proposed 8m columns, lanterns and cut-outs.
- Installation of new sign poles, lights and signs.
- Connection of new circuits, and associated testing.
- Removal of existing columns and sign poles.

The scheme covers an approximate area of 1.53 ha.

The works are currently programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024 inclusive), with construction proposed in November 2023. Works are expected to be completed over 10 - 12 weeks, operating between the hours of 08:00 and 16:00 (Monday to Friday only).

Traffic Management (TM) will consist of lane closures and two/three-way temporary traffic lights. Access to pedestrian facilities may be disrupted throughout works however TM will be arranged as such that pedestrians will have full access to nearby amenities.

### Location

The works are located on the A82 within Ballifeary, approximately 1km southwest of Inverness City Centre (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NH 65616 43879
- Scheme End: NH 66173 44919

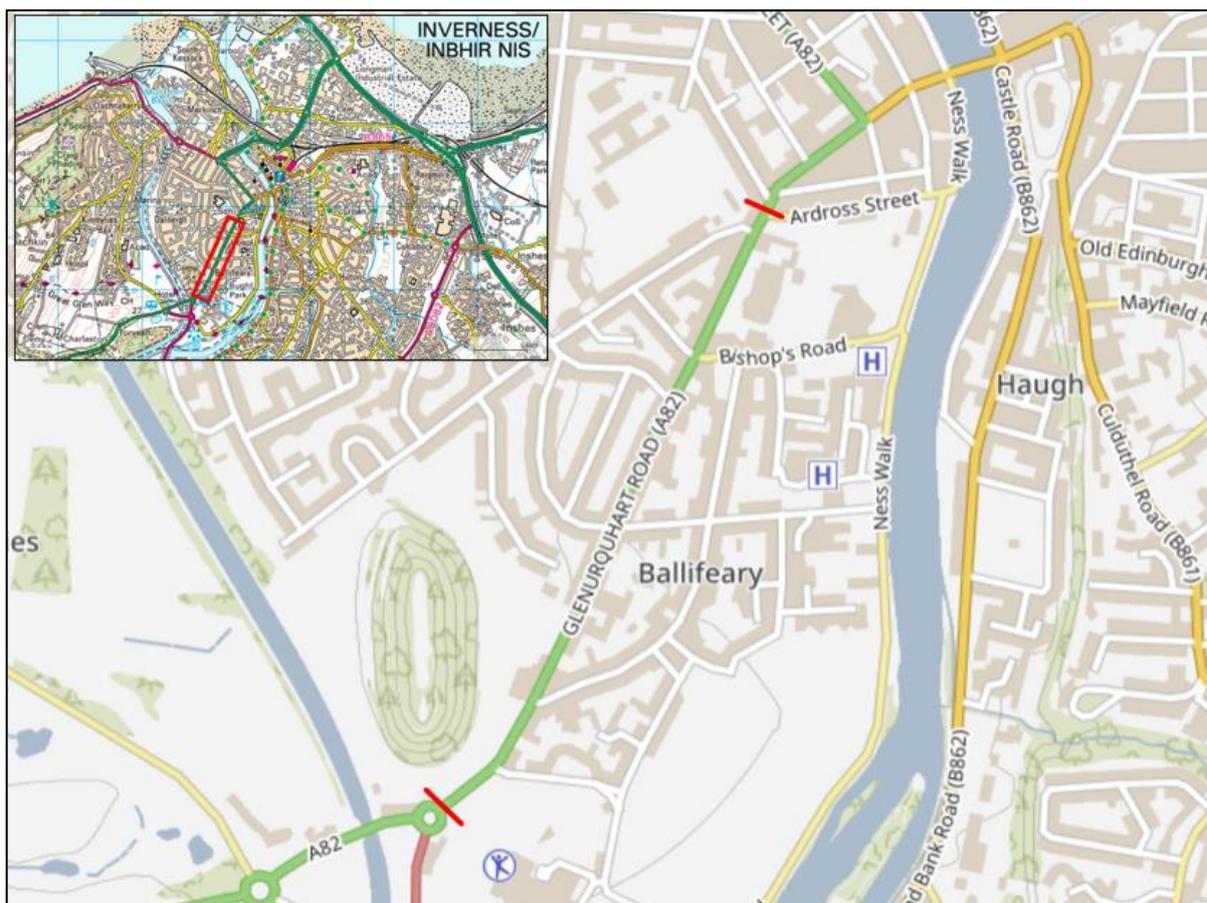


Figure 1. Location of the proposed lighting refurbishment scheme at A82 Glenurquhart Road.  
Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0315-4).

## Description of local environment

### Air quality

The Highland Council have declared one Air Quality Management Area (AQMA) ([Air Quality Scotland](#)), which is located within Inverness City Centre approximately 1km northeast of the scheme. The nearest Air Quality Monitoring Station, also located approximately 1km northeast of the works within the Inverness City Centre, has been declared for nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). ([Air Quality Scotland](#)).

Whilst no monitoring of air quality levels has been undertaken as part of this assessment, automatic monitoring stations within the wider area record bandings in the 'green zone' (Low Index 1), and it is considered that these readings are representative of air quality within the scheme extents. Readings in the 'green zone' suggest that National Air Quality Strategy (NAQS) objectives are likely to be met and that air quality in the area is relatively good.

No sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases are located within 10km of the scheme.

The scheme is located on the A82 approximately 1km southwest of Inverness City Centre. Average Annual Daily Flow (AADF) in 2021 for the A82 carriageway nearest to the scheme (approximately 100m north) accounted for 8,597 vehicles ([Road Traffic Statistics](#)). Heavy goods vehicles (HGVs) accounted for 2.81% of total vehicles.

Baseline air quality at the scheme extents is likely to be primarily influenced by traffic along the A82 trunk road, with secondary sources likely to arise from rail traffic at the Inverness railway station, which is located approximately 800m northeast of the scheme extent, and day-to-day urban activities associated within Inverness.

## Cultural heritage

A desktop study using [PastMap](#) identified that the scheme lies approximately 180m east of the 'Caledonian Canal, Dochgarroch Lock - Muirtown Locks' Scheduled Monument (SM6499) which is of national importance as a major component of the Caledonian Canal.

There are approximately 35 Listed Buildings within 300m of the scheme. The nearest of these is the category C listed 'Ardross Street, Highland Regional Council Buildings' (LB35144) which is located to the east of the A82 at the northern scheme extent. At its nearest point, the building is separated from the A82 southbound carriageway by approximately 2m paved pedestrian footpath. All remaining Listed Buildings are set back at least 75m from the scheme extent.

The northern scheme extent lies within the boundaries of the 'Inverness (Riverside)' Conservation Area (CON30).

The 'Tomnahurich Cemetery' Garden and Designed Landscape (GDL00374) lies adjacent to the northbound side of the carriageway boundary at the southern scheme extent. The GDL consists of a 19<sup>th</sup> century public cemetery with an extensive series of sculptured monuments and plantations, with views of Tomnahurich Hill. The Tomnahurich Cemetery GDL has been assessed to have high historic value and outstanding levels of scenery and nature conservation.

There are also a large number of features listed on the Historic Environment Record (HER) and Canmore database within the trunk road boundary and also within 300m of the scheme.

There are no World Heritage Sites or Inventory Battlefields identified within 300m of the scheme.

## Landscape and visual effects

The scheme is located on the A82 within Ballifeary which lies approximately 1km southwest of Inverness City Centre. The surrounding area is dominated by urban development. The area contains a large number of residential properties, hotels and B&Bs as well as a large number of commercial and business premises. Queen's Park Athletics Stadium and Tomnahurich Cemetery both lie in proximity to the trunk road and are likely to attract visitors from within and outwith the area.

The works are not located within a National Park (NP) or National Scenic Area (NSA) ([SiteLink](#)).

The Landscape Character Type (LCT) throughout the scheme extent is classed as 'Urban.' Urban areas are settlements with a population exceeding 25,000 and are not classified as LCTs ([Scottish Landscape Character Types](#)).

## Biodiversity

The scheme does not fall within any sites designated for biodiversity features and there are also no European sites located within 2km of the scheme ([SiteLink](#)).

The NBN Atlas holds records of the following invasive non-native plant species (INNS) (denoted by \*), injurious weeds and invasive native perennials under the same criteria:

- American skunk cabbage (*Lysichiton americanus*)\*
- Broad-leaved dock (*Rumex obtusifolius*)
- Common ragwort (*Jacobaea vulgaris*)
- Creeping thistle (*Cirsium arvense*)
- Curled dock (*Rumex crispus*)
- Giant hogweed (*Heracleum mantegazzianum*)\*
- Japanese knotweed (*Fallopia japonica*)\*
- Rosebay willowherb (*Chamerion angustifolium*)

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

A search of the BEAR Scotland NW Roadkill database does not highlight any protected species traffic casualties within 300m of the scheme extents.

Habitats in the surrounding area are typically restricted due to the presence of urban development, however there are some small cultivated areas of gardens and parks throughout the scheme extent. There is some riparian habitat which follows the

course of the Caledonian Canal to the west of the scheme however this is set back 180m and is inaccessible from within the scheme extent.

As there are no key ecological features (e.g. watercourses) within the immediate footprint of the works, aquatic or semi-aquatic mammals will not be encountered during the works.

Taking into account the lack of habitat diversity within the trunk road boundary due to the managed nature of the roadside verge, the proximity of urban development and high traffic density and fast-flowing traffic, it is considered unlikely that any mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. As such, a field survey has not been undertaken, and a desktop study has been deemed sufficient for this assessment.

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

## Geology and soils

The scheme lies approximately 60m east of the 'Torvean Landforms' geological Site of Special Scientific Interest (SSSI). The SSSI is designated for the natural features Quaternary geology and geomorphology: Quaternary of Scotland ([SiteLink](#)).

The scheme does not lie within 300m of a Geological Conservation Review Site (GCRS) ([SiteLink](#)).

There are no soil types recorded within the scheme extent. Soils recorded nearest to the scheme lie directly south (less than 10m) of the scheme extent at Tomnahurich Roundabout, and are recorded as mineral podzols ([Scotland's Soils](#)).

A desktop study using the British Geological Survey Map ([BGS GeoIndex](#)) identifies the local geology type as the following:

- Bedrock Geology: 'Inverness Sandstone Group (sandstone)' which is a sedimentary bedrock.
- Superficial Deposits: 'Raised Marine Deposits Of Holocene Age (sand and gravel)' which are sedimentary deposits.

## Material assets and waste

The proposed works entail refurbishment of existing carriageway column lighting within the verges and footpaths adjacent to the A82 carriageway. Materials used are likely to consist of:

- Passively safe lighting columns, including associated components (control pillar and signage);
- LED Lanterns;
- Cabling;
- Concrete; and
- Ducting.

Due to the nature of this scheme, wastes produced will be similar to the materials listed above and will also include any broken out or excavated material created during foundation works.

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

## Noise and vibration

The scheme traverses an entirely urban landscape through the district of Ballifeary, and as such there is a large number of residential and commercial properties located within 300m of the scheme. Many of these properties, including several B&Bs and other commercial premises, face directly onto the A82 within the scheme extent and are therefore afforded no screening from the trunk road. Remaining properties are afforded some screening due to the presence of intervening properties. At the southern scheme extent, Queen's Park Athletics Stadium lies adjacent to the southbound carriageway and Tomnahurich Cemetery lies adjacent to the northbound carriageway. The Highland Council Headquarters (with associated car park) lies immediately east of A82 at the northern scheme extent. There are also two schools within 300m of the scheme. 'Central Primary School' and 'Inverness High School' lie approximately 150m north and 200m west of the scheme, respectively.

The works do not fall within a Candidate Noise Management Area (CNMA), or a Candidate Quiet Area (CQA), as defined by the Transportation Noise Action Plan (Road Maps) ([Transportation Noise Action Plan \(TNAP\)](#)).

Scotland's strategic noise maps show that day-time noise levels in the vicinity of the trunk road within the scheme extents range between 65 and 70 decibels ([Scotland's](#)

[Noise Scotland's Environment](#)) with these levels remaining at the nearest residential receptor.

Baseline noise levels are likely to be primarily influenced by traffic travelling along the trunk road, with secondary sources likely to arise from day-to-day urban activities associated within Inverness.

## Population and human health

There are a large number of residential and commercial properties located within 300m of the scheme as the scheme travels through the Ballifeary district of Inverness. Many of these properties, including several B&Bs and other commercial premises, face directly onto the A82 within the scheme extent and are therefore afforded no screening from the trunk road. Remaining properties are afforded some screening due to the presence of intervening properties. At the southern scheme extent, Queen's Park Athletics Stadium lies adjacent to the southbound carriageway and Tomnahurich Cemetery lies adjacent to the northbound carriageway. The Highland Council Headquarters (with associated car park) lies immediately east of A82 at the northern scheme extent. There are also two schools within 300m of the scheme. 'Central Primary School' and 'Inverness High School' lie approximately 150m north and 200m west of the scheme, respectively.

The scheme traverses an entirely urban landscape. As a result, there is a large number of pedestrian facilities within the scheme extent. There are sections of paved pedestrian footpath which lie adjacent to both carriageways throughout the scheme extent. One [core path](#) (ID: 13985) diverges from the northbound footpath at the southern scheme extent which allows access to, and continues through, Tomnahurich Cemetery. There is also a large number of other pedestrian facilities such as crossing points and bus stops adjacent to both carriageways throughout the scheme extent. There are no [National Cycle Network](#) (NCN) routes or walking routes as listed on [WalkHighlands](#) within the scheme extents.

TM will consist of lane closures and two/three-way temporary traffic lights. Access to pedestrian facilities may be disrupted throughout works however TM will be arranged as such that pedestrians will have full access to nearby amenities.

The A82 Trunk Road, within the North West NMC, 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 single carriageway along its length, with some lengths of '2+1' carriageway.

## Road drainage and the water environment

There are no surface waterbodies (classified or unclassified) that are spanned by or culverted beneath the A82 within the scheme extent.

The scheme lies approximately 180m east of the Caledonian Canal - Tomnahurich Bridge to Loch Ness (ID: 20248) which has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as having 'good ecological potential'. The Caledonian Canal - Tomnahurich Bridge to Loch Ness has been designated as an artificial water body on account of physical alterations that cannot be addressed without a significant impact on navigation ([SEPA Water Classification Hub](#)).

The River Ness - Inverness Firth to Loch Ness (ID: 23394) lies approximately 300m east of the scheme and was classified by SEPA in 2020 as having 'moderate ecological potential' ([SEPA Water Classification Hub](#)).

There may be roadside drains in the vicinity of the A82 within the scheme extent.

The scheme falls within the 'Inverness' and 'Inverness and Ardersier Coastal' groundwater bodies which were both classified by SEPA in 2020 as having 'Good' overall condition ([SEPA water environmental hub](#)) and are both designated as a Drinking Water Protected Area (Ground).

The A82 carriageway within the scheme extent is not at risk of surface water flooding ([SEPA Flood Map](#)).

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot \(www.gov.scot\)](#)). By 2040, the Scottish Government is

committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

## **Policies and plans**

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

## Description of main environmental impacts and proposed mitigation

### Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as much as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials shall be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

### Cultural Heritage

Although there are features of cultural heritage interest within the works footprint as well as within 300m of the scheme extent, construction works of the A82 road corridors are likely to have removed any archaeological remains that may have been present. Furthermore, there are no significant earthworks or excavations associated with the scheme (excavations are approximately 610mm depth in verge and 750mm depth in carriageway and footway). Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low. Moreover, all works are restricted to the A82 trunk road (including verges), and

therefore the works do not include any alterations that would affect the historic and architectural character of these features, and will not result in any physical change to nearby features of cultural heritage interest. Some works will likely take place within the Inverness (Riverside) Conservation Area, with the potential impacts of the works including damage to existing features where works are not appropriately managed. Works will also take place in close proximity to listed buildings, however the Highland Council have confirmed they do not have any concerns with proposed works via email correspondence on 8<sup>th</sup> June 2023. The following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Site personnel will be provided with toolbox talks relevant to the scheme (including an archaeology-specific briefing), and will be made aware of the location of the Conservation Area and other relevant nearby features of cultural heritage interest.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice. The BEAR Scotland Environment Team may seek advice from Historic Environment Scotland and/or the Local Authority (The Highland Council) where required.
- People, plant, and materials shall, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it shall be reduced as much as is reasonably practicable and ideally be limited to access on foot. There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.

With the above mitigation measures in place, it is anticipated that any cultural heritage 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 is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to presence of the works (vehicles, machinery, operatives).

Proposed works will be situated within the A82 carriageway boundary (including adjacent verges) and will include replacement of existing stretches of carriageway

lighting. These works are almost like-for-like, however new lighting columns are likely to be placed in different nearby locations during new installations. As such, a slight permanent visual change to the local landscape will occur, however this will be localised along the existing A82 carriageway. Local receptors (specifically residential properties located adjacent to the carriageway) will likely have permanently altered views, however due to the minor nature of the change and restriction to the A82 carriageway boundary, any change is considered to be minor.

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.
- The working area and site compound location will be appropriately reinstated following works (where not located within the A82 carriageway boundary).
- Works will avoid encroaching on land and areas where work is not required or does not have permission to do so. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape shall be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

## **Biodiversity**

The desktop study highlighted a number of records of INNS and injurious weeds within 2km, however the nearest of these records lies over 750m from the scheme extent. However, there is potential for unrecorded growths to be present in proximity. Where works are required within or within proximity to INNS growths, there is potential for works to result in disturbance and spread of these. INNS mitigation and relevant pollution controls will be in place to ensure there is no spread or loss of containment to the local environment.

During construction, activities undertaken on site could potentially have a temporary adverse impact on biodiversity as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, considering the nature, duration, size and scale of the scheme, the potential for significant species disturbance within the area of likely construction disturbance is also somewhat diminished.

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. Due to the residential setting of the scheme, any protected species in the area are likely to be accustomed to noise associated with traffic on the A82 and nearby urban activities. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- No works will take place within nearby woodland areas and no tree felling is currently planned to facilitate works.
- No in-stream works will be permitted. All works within proximity of watercourses/drainage systems will adhere to best practice measures (see Road drainage and the water environment section below).
- Site personnel shall remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team. The BEAR Scotland Environment Team may seek advice from NatureScot where required.
- Artificial lighting (if required) will also be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- Site 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.
- Where works are required to be undertaken within proximity of INNS growth, the following will apply:
  - No vehicles or plant will be permitted to enter the verge unless absolutely necessary, and will instead be operated from the carriageway.
  - When a bucket from a vehicle or piece of plant has been operating within the verge, it shall be sufficiently cleared of soil prior to operating over any other area i.e. washed down while still overhanging the contaminated area.
  - Any tools or equipment that are used within this area shall be sufficiently cleared of any soils prior to being removed. All cleared

material shall be suitably collected and deposited back into the contaminated area.

- Any soils or wash water that inadvertently exit the verge will be collected and deposited back within the confines of the contaminated section of verge.
  - Movements of operatives within areas in close proximity to INNS growth will be kept to a minimum. Before leaving one of these areas, operatives will ensure that all Personal Protective Equipment (PPE), footwear, tools and plant are sufficiently cleaned and free of soil. This will ensure that no soils contaminated with an invasive non-native species are inadvertently taken off site, causing their spread.
  - Care shall be taken to ensure that wash water and cleared materials from PPE / equipment is appropriately contained and placed back within the contaminated area.
  - Care shall be taken not to tread or track soils onto the carriageway surface, as this will increase the risk of invasive non-native species spread.
- 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

The scheme lies approximately 60m east of the 'Torvean Landforms' geological SSSI which is designated for the natural features; Quaternary geology and geomorphology: Quaternary of Scotland. However, no works are required within the boundary of the SSSI, as these will be restricted to the A82 carriageway boundary. The works are restricted to the refurbishment of the existing street lighting layout and will not consist of any works listed in the 'Operations Requiring Consent' for this site. Therefore, the works are not expected to result in significant impacts on the qualifying feature of the Torvean Landforms SSSI.

Although works include excavation, construction activities are restricted to the already engineered layers of the A82 carriageway and verges and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on the geology and soils is low:

- Excavated trenches will be backfilled.
- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e., damage to grass verges) shall be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Multiple handling of soil derived from excavations will be reduced as much as possible.
- The extent of exposed soil and duration of exposure will be kept to the minimum required for the works.
- Excavated soils will be re-used on site as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in *Road drainage and the water environment* will be adhered to during construction.

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.

There is potential for impacts during works as a result of the improper storage, unnecessary production of waste, 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.
- Where possible, minimal packaging shall be requested on required deliveries to reduce unnecessary waste and production of packaging materials.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier 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 be available for inspection. A copy of the Duty of Care paperwork should be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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 works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a day-time working pattern; this does not eliminate potential for noise disturbance to nearby sensitive receptors however will reduce potential for disturbance to sleep. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- Due to the prolonged works period (10 - 12 weeks), the Environmental Health Officer (EHO) for the Highland Council will be notified in advance of the works.

- Local residents will be pre-notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practice 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. On-site construction tasks shall 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.
- Operatives will be briefed using the 'Being a Good Neighbour' toolbox talk prior to commencement of the works.
- 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 should 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 local residents, vehicle travellers, and NMUs as a result of operational noise and delays due to traffic management measures. No local access is likely to be obstructed by presence of works or TM. Local residents in proximity to the scheme may experience visual disturbance due to lack of screening between the A82 carriageway and nearby residential properties.

Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of moderate duration (between 10 – 12 weeks), however will move progressively along the full scheme extent. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.

- Appropriate provisions / measures shall 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](http://trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR Scotland's social media platforms.

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

## Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within proximity to watercourses and road 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). This 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:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) 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 will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals), will be available on site, quickly accessible if needed, and staff trained in its use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers shall be stored on an impermeable area and be fully bunded. This shall be distanced more than 10m from any watercourses.

- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill 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 shall also be supplied beneath the equipment with a capacity of 110%.

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

## **Climate**

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

## **Major Accidents and Disasters**

The A82 carriageway within the scheme extent is not at risk of surface water flooding.

Works are restricted to the localised A82 carriageway boundary including the adjacent verges. The proposed works are anticipated to last between 10 – 12 weeks.

Any TM will be designed in line with existing guidance and will consist predominantly of single lane closures and traffic signal controls.

These measures, along with mitigation measures and standard working practices, will be detailed in the SEMP and adhered to on site.

The works will involve replacement of an existing length of lighting along Glenurquhart Road within the Ballifeary district of Inverness. As such, the works will not result in any change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

## Assessment of cumulative effects

During construction, the properties closest to the works may be subject to several types of minor temporary disturbance such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

A search of the Highland Council Planning Portal ([Map Search](#)) identified four planning applications within 300m of the scheme (within the last 6 month):

- 23/01907/FUL 59 Glenurquhart Road, Inverness, IV3 5PB - approximately 10m from scheme extent – Installation of window – Application permitted on 6<sup>th</sup> June 2023.
- 23/03013/FUL 16A Ballifeary Road, Inverness, IV3 5PJ - approximately 100m from scheme extent – Erection of extension – Application permitted on 26<sup>th</sup> July 2023.
- 23/02478/FUL 25 Glenurquhart Road, Inverness, IV3 5NU - approximately 5m from scheme extent – Erection of extension – Application permitted on 27<sup>th</sup> June 2023.
- 23/03296/FUL Inle Lodge 31 Ballifeary Lane Inverness IV3 5PH - approximately 100m from scheme extent – Erection of extension – Application permitted on 4<sup>th</sup> September 2023.

It has been noted that there is potential for cumulative effects to arise in the event that construction periods overlap, however no construction dates are provided for the above planning applications. However due to a number of factors - such as the distance of the other developments from the proposed scheme, and the timing and nature of the works and mitigation committed to for the proposed scheme (SEMP) - the assessment concluded that no significant cumulative effects are anticipated during the construction phase. No cumulative effects on people or property receptors are anticipated during operation given there will be no change to the existing road conditions.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified that no other road works are currently ongoing, or noted as being planned, on the A82 trunk road in proximity at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

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

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

## Assessments of the environmental effects

As detailed in the Description of main environmental impacts and proposed mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

This scheme 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 1ha in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal EIA 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 approximate 1.53ha area of proposed works within the A82 carriageway boundary.
- The works will be temporary and will be localised to land directly within, and adjacent to, the existing carriageway.
- A full road closure will not be required.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low, with residual beneficial impacts for NMUs.
- 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 works will result in slight permanent change to local landscape; however any visual impact is not considered significant due to the location and nature of the scheme, and proximity to existing removed lighting posts.
- The scheme does not fall within any sites designated for biodiversity features and there are also no European sites located within 2km of the scheme.
- The scheme will be located within the A82 carriageway boundary (including adjacent verges). No land take is required for the works.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. Residual impacts are anticipated to be minor and will be in keeping with surrounding features.

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

- Potential impacts from construction works are expected to be temporary, short-term, non-significant, and limited to the construction phase. Residual impacts are considered to be beneficial for the local population and NMUs which may use this stretch of carriageway.
- Measures will be in place to ensure appropriate removal and disposal of waste.

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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.

## 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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