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Environmental Impact Assessment Record of Determination

A86 West of Laggan Dam

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out surface course replacement with targeted deeper treatments where required on the A86 trunk road west of Laggan Dam (Grid reference map). Exact depths of treatment are yet to be confirmed. Road markings will be reinstated following the works. The scheme is 714m in length with total area of 0.57ha.

The works are currently programmed to be completed within the 2024/2025 financial year over 4 nights by utilising nighttime working hours (19:00 – 07:00). If the programme changes, there might be requirement for daytime working.

Traffic management (TM) is currently anticipated to consist of single lane closures facilitated by temporary two-way traffic lights with convoy working. The scheme is located on a trunk road stretch with no pedestrian facilities present, however non-motorised users (NMUs) will still be accommodated within TM. No pedestrian diversions are required.

Location

This scheme is located on the A86 trunk road west of Laggan Dam, approximately 12km east of Spean Bridge within the Highland Council area (Grid ref: NN 35354 80677 - NN 36065 80788).

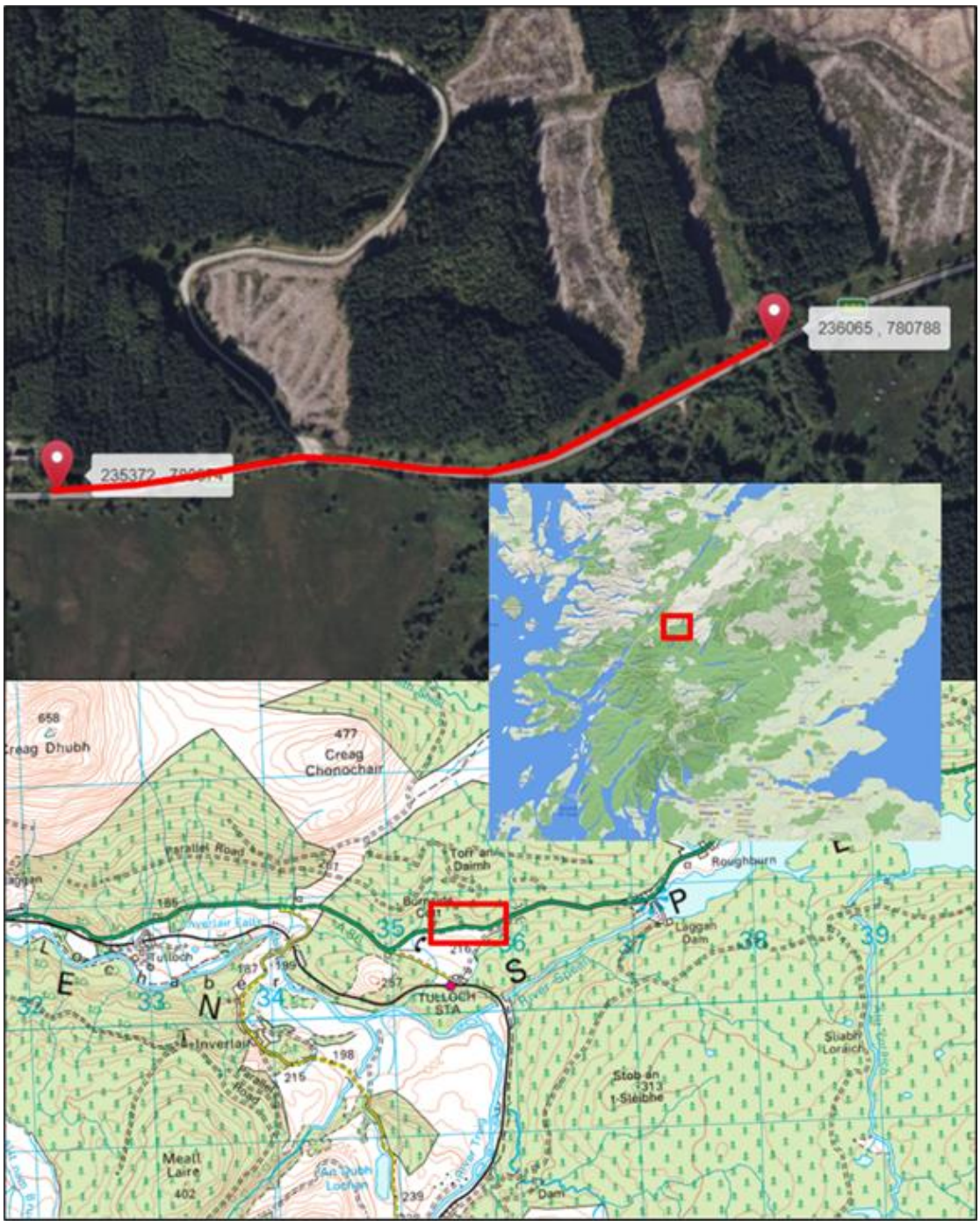

Figure 1. Scheme location. Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

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

The nearest Air Quality Monitoring Station is located 24km southwest of the scheme at Fort William (Scottish Air Quality) and records low air pollution levels over the last 90 days (at time of assessment). Air quality within the scheme is expected to be similarly low due to the rural location of the scheme.

There are no sites within 10km of the scheme listed on the Scottish Pollution Release Inventory (SPRI).

Baseline air quality in the study area is mainly influenced by vehicles travelling along the trunk road. Secondary sources are derived from day-to-day woodland management activities.

Cultural heritage

According to Pastmap, there are no Scheduled Monuments, Listed Building, Garden & Designed Landscapes, Conservation Areas, World Heritage Sites, Inventory Battlefields, Canmore features or Historic Environment Records located within 300m of the scheme.

The works are confined to the carriageway surface with no verge works required. Furthermore, construction of the A86 is likely to have removed any archaeological remains that may have been present within the area and as such ‘cultural heritage’ is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme is not situated within a National Park (NP) or National Scenic Area (NSA).

The scheme is located within a rural location on the A86, with land use surrounding the scheme dominated by commercial conifer woodland plantations and rough grassland.

The Landscape Character Assessment (NatureScot) within the scheme is recorded as Type 235 – 'Broad Forested Strath' which has the following key characteristics:

- Broad, low-lying straths with rolling relief and sculptural glacial landforms.
- Simple, large scale mosaic of forested ridges, rolling pastures and heather moorland, but dominated by swathes of forestry.
- A comparatively densely settled landscape with villages, houses and sporadic commercial development.
- Quarries hidden amongst the woodland cover.
- Strong communication and service corridors.
- Long distance views from surrounding hills over the glens, which are framed by steep glen sides.
- Lochs, rivers or canals on glen floor have often been engineered or substantially altered by man.

The A86 Trunk Road connects Spean Bridge and Kingussie. It commences at the A86 / A82 junction within Spean Bridge leading generally north-eastwards for a distance of 65 kilometres to its junction with the A9. The A86 is a single carriageway along its length.

Biodiversity

The works lie within Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI), which is designed for earth science and therefore is discussed in 'Geology and soils' section below. No other 'sensitive areas' designated for biodiversity features e.g., Special Areas of Conservation (SAC), Special Areas of Conservation (SPA), Ramsar, (SSSI) are located within 2km of the scheme.

There are no Local Nature Conservation Sites (LNCS), or Local Nature Reserves (LNRs) designated for biodiversity features with connectivity to the scheme.

No records of invasive non-native species (INNS), injurious weeds (as listed under The Weeds Act 1959) or invasive native perennials (as listed in the Trunk Road Inventory Manual) were returned within 2km of the scheme extents (within the last 10-years) on the NBN Atlas.

Similarly, Transport Scotland's Asset Management Performance System (AMPS) holds no records of INNS within 300m of the scheme extents.

Habitats in the surrounding area are dominated by commercial conifer woodland plantations and rough grassland. The River Spean lies 280m south of the scheme

which together with minor tributaries provides some freshwater habitats in the surrounding area.

An area of woodland (14.67ha) listed on the Ancient Woodland Inventory (AWI) as 'other' (on Roy map) lies 260m south of the scheme.

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

Geology and soils

The works lie within Parallel Roads of Lochaber SSSI (NatureScot). The SSSI is notified for fluvial geomorphology of Scotland and quaternary of Scotland. No negative features are noted for fluvial geomorphology of Scotland. Negatives features for quaternary of Scotland are noted to be development and dumping/storage of materials.

The SSSI is noted for its landforms created by glacial retreat 12,900 and 11,500 years ago. This site provides the clearest and most complete assemblage of landforms and sediments providing evidence in Britain for the formation and drainage of ice-dammed lakes. The features were recognised internationally by the 19th century and have subsequently been crucial to the development of geomorphological concepts and the understanding of landscape evolution (Site Link).

The SSSI at the scheme extents is overlapped by Glen Roy and the Parallel Roads of Lochaber Geological Conservation Review Site (GCRS) (SiteLink). There is no information available on sitelink regarding the geological features of the GCRS, but it is assumed that these will be the same or similar to those for the SSSI.

Bedrock within the scheme extent is comprised of Strath Ossian Granitic Complex (granodiorite) which is an igneous bedrock (BGS Geology Viewer).

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

The local soil type is recorded as peaty podzols (Scotlands Environment Map).

Soils within the scheme extent are recorded as being 'Class 5', as displayed on Scotland's Peat Map. Class 5 are peat soils with absent peatland vegetation present and as such no peatland habitat is existent. May also include areas of bare soil. Soils are carbon-rich and deep peat.

Material assets and waste

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

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

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

The 714m scheme involves removal of the surface course and localised areas of binder course. In total, 530 tonnes of bituminous material (European Waste Catalogue Code: 17 03 02) will be removed from site, none of which is classified as hazardous material containing coal tar.

No site compound is required for these works. Storage of plant and equipment will be within TM on the A86 carriageway.

Noise and vibration

One residential property, Burnside Cottage, is located within 300m of the scheme. The property lies 30m northwest of the scheme and is screened by a 5m wide shrub belt.

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Area (CQA) (Transport Scotland).

There is no modelled noise data available within the scheme area (Scotland's Noise Scotland's Environment).

Baseline noise and vibration in the study area is mainly influenced by vehicles travelling along the A86 trunk road. Secondary sources are derived from day-to-day woodland management activities.

Population and human health

Only one residential property is located within 300m of the scheme and its access route is located 30m west of the scheme western extent.

There are no National Cycle Network (Sustrans) routes, core paths or walking routes as listed on WalkHighlands within the scheme extents. There are also no paved footpaths, bus stops, or other pedestrian facilities along the A86 within the scheme extent.

The nearest manual traffic count point is located 6km east at Moy (ID: 40848) which records an annual average daily flow of 967 vehicles with heavy goods vehicles (HGVs) making up approximately 7% (Department of Transport).

Road drainage and the water environment

There are no classified waterbodies by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) spanned or culverted beneath the A86 within the scheme extent.

River Spean - Lochy to Laggan Dam (ID: 20346) lies parallel to the trunk road 280m south of the scheme. River Spean - Lochy to Laggan Dam has been classified by SEPA as having an overall classification of 'Good' (in 2022). River Spean - Lochy to Laggan Dam is a river in the River Lochy catchment of the Scotland river basin district. The main stem is approximately 23.7 kilometres in length. The waterbody 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 (SEPA).

The scheme falls within the Upper Glen Coe groundwater body (ID: 150693), which has been classified by SEPA in 2022 as having 'Good' overall condition. Upper Glen Coe groundwater body is also designated as a Drinking Water Protected Area (Ground) (DWPA).

Road drainage within the scheme is provided via cut grips draining into roadside drainage ditches.

The SEPA indicative surface water online flood mapping tool records that the carriageway within the scheme extents is not at risk of surface water flooding.

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act includes a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions

Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions (DPMEE) to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Where practicable, if powered generators are required, the use of mains electricity or battery powered ancillary plant will be considered in place of diesel or petrol alternatives.
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when DPMEE generating activities are occurring. In the unlikely event that unacceptable DPMEE are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.

- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

Landscape and visual effects

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

However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A86, and construction works are programmed to be undertaken at night (4 nights) on a rolling programme. As such, the visual impact of the works will be somewhat reduced.

Considering the nature of the scheme, and with implementation of mitigation detailed below, impacts on landscape are assessed as temporary negligible adverse in magnitude.

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, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.

- Where applicable, upon completion of the works, any damage to the local landscape 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

No INNS were recorded during the desktop study and the works will be confined to the trunk road surface and road verges which are subject to cyclic landscape management activities and as such potential for undiscovered INNS within the borders of the working area is low.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A86 and the scheme is of short duration (4 nights) and will be undertaken on a rolling programme. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- Artificial lighting will also be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Although not recorded during the desk study, personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works

period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.

- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

Although the works are located within the Parallel Roads of Lochaber SSSI and Glen Roy and the Parallel Roads of Lochaber GCRS, the works will not involve operations requiring consent from NatureScot.

Works will be restricted to the A86 carriageway, and as such are not anticipated to result in change to or have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

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

Material assets and waste

There is potential for impacts as a result of resource depletion through use and transportation of new materials. However, materials will be sourced locally where possible and the following mitigation measures will be put in place:

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork shall be 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 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 the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Works will also be completed over 4 nights on a rolling programme, with the aim being to complete the noisiest works by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

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:

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- The Environmental Health Officers (EHO) from Highland Council will be notified of 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 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.

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

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers, and NMUs.

There are no NMU facilities, or other community assets, with connectivity to the scheme extents. Moreover, TM will only be in place for 4 nights (when traffic flows will be at a minimum), and no congestion issues are noted during the proposed construction hours. In the event of local access restrictions to residential properties, access will be granted as requested.

Considering the nature, duration, size and scale of the scheme, and with implementation of the mitigation described below, impacts on population and human health are assessed as temporary minor adverse in magnitude.

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 website. Journey planning information will also be available for drivers online through BEAR Scotland's social media platforms.

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

Road drainage and the water environment

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

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers 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 shall be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

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

Climate

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

- BEAR Scotland will adhere to their Carbon Management Policy.
- 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.

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A86 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A86 carriageway surface, with access to the scheme gained via the A86. TM will employ lane closures facilitated by temporary traffic lights and convoy working. Due to the absence of facilities for pedestrians or other NMUs no additional routes will be required in the traffic management setup.

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

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

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects 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 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) and is situated in whole within the Parallel Roads of Lochaber SSSI which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal 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 an area of 0.57ha along a 714m stretch of the A86.
- The works will be confined to the road surface of the exisiting A86 carriageway and will be completed over 4 nights during night 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.

Location of the scheme:

- The scheme will be located within the existing A86 road boundary (carriageway surface) and as such, no land take will be required.
- The scheme is located within the Parallel Roads of Lochaber SSSI, which is also overlapped by Glen Roy and the Parallel Roads of Lochaber GCRS. No change to local geology is expected.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The scheme lies within a rural area with only one sensitive receptor present (residential property).
- The site compound will be located on made ground.

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 4 nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Residual impacts are considered to 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.

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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