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Environmental Impact Assessment Record of Determination

A889 Drochaid A'Bhacain

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake a package of scour repair works at A889 Drochaid A'Bhacain bridge. Repairs are required to rectify current and prevent further scour damage to the bridge. The package of works will include:

- Removal and reconstruction of upstream parapet.
- Underpinning upstream training wall with soluform-lined concrete bag-work.
- Repointing upstream training walls and removal of vegetation on the walls.
- Removal of vegetation deposits from the channel.
- Sprayed concrete system of repair to downstream arch and soffit.
- Concrete repairs to the upstream concrete toe.

In-stream works will be required to complete scour repairs, which are currently scheduled to commence in July 2025 and last for a duration of between 15-20 days. In-stream works will be undertaken using a dry working area. The appointed contractor will advise on the design of the dry working area prior to the works. Works will take place during daylight hours (08:00 to 18:00). The works are necessary to rectify scour damage and deterioration of the bridge and wing walls.

Traffic Management (TM) will include a temporary single lane closure with two-way traffic management system required during the deconstruction and re-building of the upstream parapet. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8. It is anticipated that the site compound will be located within the TM with access to the watercourse provided from behind the existing vehicle restraint system (VRS) barrier.

Location

The scheme is located on a stretch of the A889 trunk road south of Dalwhinnie (Figure 1), within Highland council area. The scheme has the following National Grid Reference: NN 63887 83021.

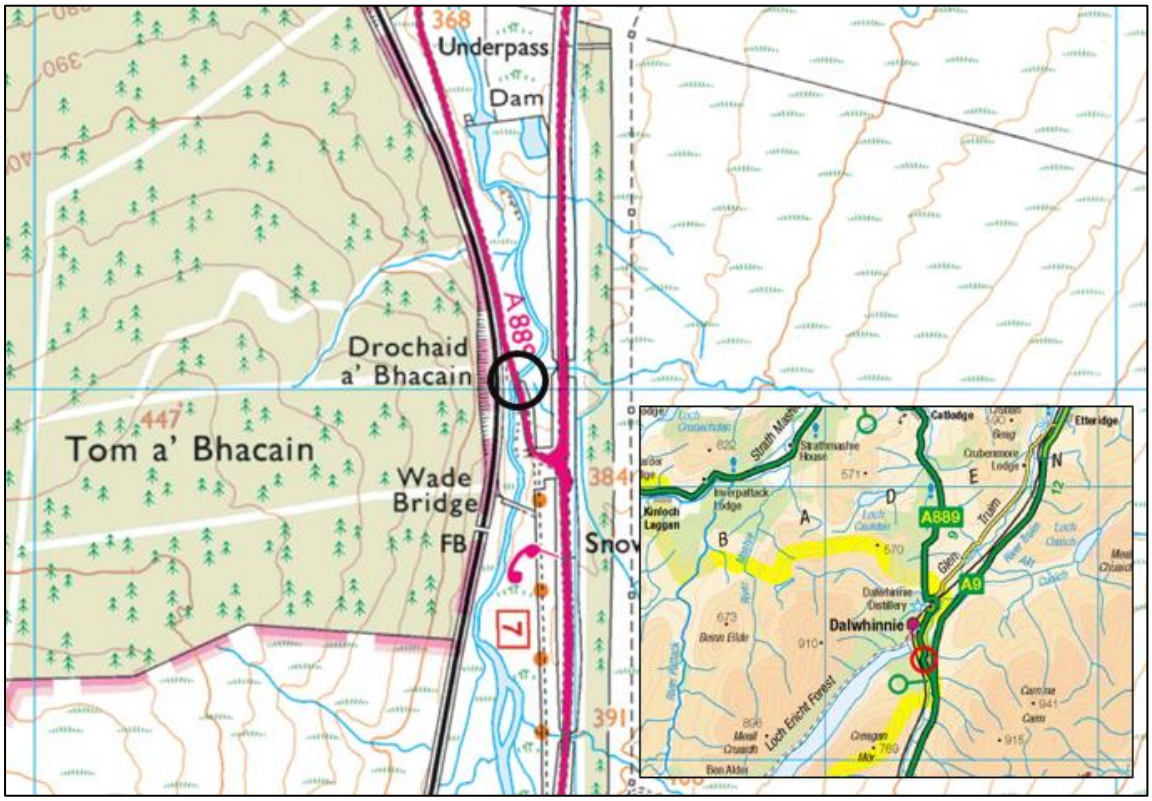

Figure 1 Location of A889 Drochaid A'Bhacain Bridge.

Description of local environment

Air quality

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

There are no air quality monitoring stations within 10km of the works (Air Quality Scotland). The closest air monitoring station is located within Fort William which is approximately 55km west of the scheme.

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

Baseline air quality in the study area is mainly influenced by vehicles travelling along the A889 trunk road. Secondary sources are derived from vehicles travelling along the local road network, nearby railway line and rural activities associated with land management within the area.

Cultural heritage

According to PastMap, the following cultural heritage features were identified within 300m of the scheme:

- Category C Listed Building, 'Dalwhinnie, Wade Bridge over River Truim' (ref LB7665) lies approximately 220m south of the bridge. The bridge is also recorded as a Historic Environment Record (HER) and National Record of the Historic Environment (NRHE).

There are no Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage Sites found within 300m of the scheme extent.

Construction of the A889 is likely to have removed any archaeological remains that may have been present within the area.

Landscape and visual effects

The scheme is located within the Cairngorms National Park (CNP), which has the following Special General Qualities:

- Magnificent mountains towering over moorland, forest, and strath.

- Vastness of space, scale, and height.
- Strong juxtaposition of contrasting landscapes.
- A landscape of layers, from inhabited strath to remote, uninhabited upland.
- 'The harmony of complicated curves'
- Landscapes both cultural and natural.

The scheme is not located within a National Scenic Area (NSA) (SiteLink).

The scheme is located within a rural location on the A889, approximately 1.5km south of Dalwhinnie. The surrounding area is dominated by a combination of temperate shrub heathland, acid alpine, subalpine, extensive grassland, and coniferous woodland (plantation).

The Landscape Character Type (LCT) within the scheme extent is recorded as LCT 126 - Upland Glen - Cairngorms, which has the following key characteristics:

- Strong evidence of glacial processes, including steepened sides and level floors, shattered rock faces on higher slopes, hummocks of resistant rock on some glen floors and terraces of glacial deposits at the edges of glen floors.
- Often form arrival points into the Cairngorm National Park.
- Size varies from large e open passes to narrower, more secluded glens.
- Enclosed predominantly by steep slopes.
- Frequently differing land-use on one side of the glen to the other – linked to aspect.
- Improved, grazed fields on glen floors and floodplains.
- Mostly settled, some only sparsely, but often extensive evidence of past settlement, including, prehistoric hut circles and associated field systems, pre-improvement townships, and seasonal shielings.
- Some landmark historic buildings.
- Access varies from narrow roads, estate and forestry tracks to main routes, but most have some form of road running through them.
- Varied experience when passing through glens from open and expansive to sheltered and secluded.
- Views to adjacent uplands; from which parts of the glens are visible and provide contrast.

The A889 Trunk Road connects Dalwhinnie with Laggan Bridge, predominantly acting as a link between the A9 and A86 Trunk Roads. It commences at (but excludes) its junction with the A9 at Dalwhinnie leading generally northwards for 14 kilometres to (but excludes) its junction with the A86 at Laggan Bridge. The A889 is a single carriageway along its length.

Biodiversity

The A889 Drochaid A'Bhacain bridge spans the River Truim, which forms part of the River Spey Special Area of Conservation (SAC) (NatureScot Site Code: 8365).

Drummochter Hills SAC (NatureScot Site Code: 8243) lies approximately 400m east of the scheme.

Drummochter Hills Special Protection Area (SPA) (NatureScot Site Code: 8491) lies approximately 400m east of the scheme.

Drummochter Hills Site of Special Scientific Interest (SSSI) (NatureScot Site Code: 541) lies 100m east of the scheme.

Due to the location of the scheme which is within or has connectivity to the above designated sites, a Habitats Regulations Appraisal (HRA) was required to assess whether the proposed works could result in Likely Significant Effects (LSE) on the qualifying features of the above sites. In 2023, BEAR Scotland produced an HRA assessing potential impacts of various trunk road maintenance activities (including concrete/masonry repairs and in-stream scour works) on the River Spey and Drummochter Hills designated sites, in consultation with NatureScot. This HRA covers the proposed works at A889 Drochaid A'Bhacain bridge.

The NBN Atlas holds no records of invasive and injurious plant species (as listed in the Network Management Contract (NMC)) using the same search criteria. Additionally, Transport Scotland's Asset Management Performance System (AMPS) holds no records of invasive and injurious plant species (as listed in the NMC) along the A889 within 300m of the scheme.

Habitats surrounding the A889 Drochaid A'Bhacain bridge are dominated by the riparian habitat which follows the course of the river Truim. Further afield, there is some temperate shrub heathland, acid, alpine, subalpine, and extensive grassland. Approximately 129 ha of coniferous woodland plantation lies 60m west of the bridge (at nearest point).

There are no ancient woodlands listed on the Ancient Woodland Inventory (AWI) within 300m of the scheme.

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

Several site visits have been undertaken by, or on behalf of, BEAR Scotland NW Environment Team since 2018 to assess ecological constraints within 200m of the bridge.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS). The scheme lies approximately 100m east of Drummochter Hills SSSI (Site code: 541) which is partially designated for Fluvial Geomorphology of Scotland.

Bedrock within the scheme extents is recorded as Gaick Psammite Formation – Psammite, which is a metamorphic bedrock formed between 1000 and 541 million years ago between the Tonian and Ediacaran periods (BGS Geology Viewer).

Superficial deposits within the extents are recorded as Alluvium – Clay, silt, sand, and gravel, which are sedimentary superficial deposits formed between 11.8 thousand years ago and the present during the Quaternary period (BGS Geology Viewer).

The local soil type is recorded as peaty gleyed podzols (Scotland's Soils).

Soils within the scheme extent are recorded as being 'Class 2', as displayed on Scotland's Carbon and peatland 2016 map. Class 2 is described as nationally important carbon-rich soils, deep peat, and priority peatland habitat. Areas of potentially high conservation value and restoration potential.

Material assets and waste

The proposed works are required to rectify scour damage and deterioration of the culvert and wing walls. To ensure that the culvert remains structurally sound the following materials and plant will be used to complete scour repair works:

- Concrete
- Soluform bags
- Rock armour
- Spray applied concrete.
- NHL Mortar
- A252 mesh reinforcement
- Sacrificial galvanic anodes
- Stihl saw
- Mechanical breaker
- Vibrating poker
- Tracked excavator
- Concrete pump

- Hydraulic pump

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

All wastes will be disposed of off-site at a suitably licensed facility.

Site compound for this scheme will be located within the lane closure at the structure.

Noise and vibration

The scheme extent is located within a rural area. For sensitive receptors within 300m of the scheme, refer to 'Population and Human Health' section below.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan 2019-2023.

Baseline noise modelled data for day, evening, and night (Lden) within the scheme extents is recorded between 55dB and 65dB (Scottish Government's GeoNetwork Map).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A889 carriageway. Secondary sources are derived from vehicles travelling along the local road network, nearby railway line and rural activities associated with land management within the area.

Population and human health

There are no residential or commercial properties located within 300m of the scheme.

Transport Scotland's manual data counter (site name ATC01167) located approximately 7km north from the scheme, recorded an annual daily total (ADT) of 1,150 motor vehicles in 2024, of which 9.2% were Heavy Goods Vehicles (HGVs).

A section of the National Cycle Network (NCN) route 7 utilises the A889 trunk road within the scheme extents (OS Maps).

There are no core paths (Core Paths in Highland Council) or walking routes listed on Walkhighlands within 300m of the scheme.

There are no paved footpaths, bus stops, or other pedestrian facilities along the A889 throughout the scheme extent. However, the Highland Main Line railway line runs parallel to the A889 and lies approximately 30m west of the scheme.

Road drainage and the water environment

The A889 Drochaid A'Bhacain bridge spans the River Truim. The River Truim from source to Allt Cuaich confluence is a river (ID: 23638), in the river Spey catchment of the Scotland River basin district. The main stem is approximately 15.6 kilometres in length. 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 is has been classified by the Scottish Environment Protection Agency (SEPA) as having an overall classification of 'moderate ecological importance' in 2023 under the Water Framework Directive 2000/60/EC (WFD) (Water Classification Hub).

Several minor tributaries and drainage channels lie within 300m of the scheme.

The scheme falls within the 'Strathnairn, Speyside, and Cairngorms' (ID 150709) groundwater body which has been classified by SEPA in 2023 as having 'Good' overall condition. Groundwater bodies are also designated as Drinking Water Protected Areas (Ground) (DWPA).

The SEPA indicative surface water online flood mapping tool records that the scheme falls within an area that has a high likelihood of river water flooding each year (10% chance).

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 generated by breakout works, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to the air are considered to be low.

- Prior to works commencing a containment system will be in place to prevent the loss of any materials (e.g., dust, debris, wet concrete, and water) from activities such as dust suppression, as well as concrete pouring and repairs. The integrity of the containment system will be checked frequently (at least daily), and should containment fail, operations will cease immediately, and necessary repairs undertaken.
- 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 exists. Where a risk of dust emissions exists from stockpiles, these are to be dampened down. This is likely to require the use of mobile water bowsers.
- Cement bags will remain closed when not in use to prevent cast-off to the surrounding environment.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- A designated laydown area will be established at the site compound location.
- All construction activities will operate in line with good practice measures for construction as outlined in the Site Environmental Management Plan (SEMP).

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).

Cultural heritage

Scour repair works are not expected to have an adverse impact on cultural heritage. Construction of the A889 Drochaid A'Bhacain bridge and A889 road corridor is likely to have removed any archaeological remains that may have been present within the trunk road boundary scheme extents. Although the bridge is noted as a NRHE feature, the works do not include any alterations that would affect the historic and architectural character of this feature. The category C Listed Building 'Dalwhinnie, Wade Bridge over River Truim' (LB7665) lies 220m south of the bridge and has no connectivity to the works. Moreover, all works are restricted to the A889 Drochaid A'Bhacain bridge and the following measures will be implemented to avoid impacts to sensitive cultural heritage features:

- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made/engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and will ideally be limited to access on foot.

- There will be no storage of vehicles, plant, or materials against any buildings, walls, or fences.
- All site personnel will be briefed on the importance of archaeological finds and are instructed, as part of the site induction, to inform the site supervisor where potential finds are made.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.

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 the 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 damage to roadside verges, littering or obstructed views due to vehicles and machinery.

Permanent repairs to the bridge structure will occur as a result of the works. However, proposed works will be restricted to scour repair/prevention and will be carried out over two to four weeks by utilising daytime working pattern (negating requirement for artificial lighting), and land use will not change as a result of the works. Therefore, the works will not create any significant change to the local landscape, and no significant impacts on the CNP are expected. The CNP authority has been consulted and confirmed that they have no comments regarding the proposed works.

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 any access routes will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

During works, 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 via in-water works.

Designated Sites

The proposed works lie within the River Spey SAC and in proximity to the following sites:

- Drummochter Hills SAC and SPA lie approximately 400m to the east of the proposed works.
- Drummochter Hills SSSI lies approximately 100m east of the proposed works.

The HRA produced by BEAR Scotland to assess potential impacts of maintenance activities on the River Spey and Drummochter Hills designated sites includes concrete/masonry repairs and in-stream scour repair works, such as those proposed at A889 Drochaid A'Bhacain bridge. As such, potential impacts of the proposed works have already been assessed and no further HRA is required for this scheme. As standard, BEAR Scotland programmes any in-water operations within the summer period to avoid the general fish spawning period (October to April inclusive), and as such this is not considered specific mitigation for this project. Additionally, electrofishing surveys and fish rescue are programmed into all in-stream works as standard. Provided that relevant good practice measures are in place (see below under 'Terrestrial Ecology and 'Aquatic Habitat and Fish Populations'), no LSE have been identified on the qualifying features of the River Spey SAC or Drumochter Hills SAC/SPA/SSSI as a result of proposed works.

With these and other good practice measures (listed below under Terrestrial Ecology) in place, no LSE on the River Spey SAC have been identified as a result of the proposed works.

Works will be restricted to the Drochaid A'Bhacain bridge and its immediate surroundings and will not entail tree felling, excavations or other works within the Drummochter Hills SAC, SPA, or SSSI boundaries. Due to the distance of the works

from the Drummochter Hills designated sites, no LSE on the qualifying features of the SAC and SPA are anticipated and no impacts on the SSSI are expected.

Terrestrial Ecology

Works are currently programmed to be carried out during July 2025 to avoid the sensitive period for freshwater fish; consequently, works will take place during the breeding bird season (March to August inclusive). Pre-works nesting bird checks will be undertaken within two weeks and 48 hours prior to the works commencing. If any active nests are identified that would be impacted by works, consultation with NatureScot will be carried out and a derogation licence will be sought if required. No works will take place until any relevant licences from NatureScot are in place.

An Ecological Clerk of Works (ECoW) will be provided by BEAR Scotland and will attend site to oversee activities with the potential to impact protected species. The ECoW will advise site staff on appropriate working methods and ensure all required mitigation measures are in place.

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 A889 and the nearby railway line, and the scheme is of short duration. 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 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. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- 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 Environment Team.
- Where possible, works will be carried out during daylight hours. If artificial lighting is required, it will be directed away from road verges, woodland, and waterbodies as far as is safe and 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.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will be permitted to take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.
- Suitable passage for species under the bridge (both upstream and downstream) will be maintained for the duration of works.

Aquatic Habitat and Fish Populations

Due to the requirement for in-stream works to complete scour repairs, there is potential for works to impact aquatic habitat and fish populations. Although there will be in-stream working, works will be carried out in a dry working area and programmed out with the salmonid spawning season. Consultation with the Spey District Salmon Fishery Board (DSFB) advised that fish rescue will be required during installation of the dry working area. The appointed contractor will be responsible for arranging fish rescue to be carried out and BEAR Scotland has advised that the Spey DSFB be contracted to undertake fish rescue. In addition, standard good practice measures for working in or near water will be followed to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).

In addition, the following mitigation measures will be in place during works to reduce the risk of impacts on aquatic habitat and fish populations:

- All conditions of SEPA's General Binding Rules (GBRs) 6, 9, 10b, and 13 will be adhered to during the works (CAR Practical Guide).
- Relevant SEPA Guidance for Pollution Prevention (GPPs) will be strictly adhered to.
- All in-stream works will be completed by 30th September 2025 unless otherwise agreed with the Spey DSFB.
- Works will take place within a dry working area.
- Works will not impede the passage of substrates from upstream of the culvert to downstream.
- No discharges into the water environment will be permitted and containment measures will be in place to ensure this, particularly in regard to wet cement.

- All mitigation measures listed under the 'Water' heading below will be followed to reduce the risk of pollution and other impacts to the water environment.
- Good practice measures will be detailed in the SEMP and adhered to on site.
- Fish rescue will be undertaken during establishment of the dry working area. The appointed contractor is responsible for arranging fish rescue and BEAR Scotland has advised that the Spey DSFB be contracted for this. It is anticipated that fish rescue would be carried out using electrofishing; however, if this is not a suitable technique, advice on alternative methods will be sought from the Spey DSFB and any recommendations followed.

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 requirement to undertake excavation works on site has potential to result in minor impacts on geology and soils. The excavation of deposited material and vegetation against the left-hand-side upstream training wall will follow all conditions of SEPA's GBR 13 as outlined below. It is anticipated that the excavated soil will be removed from site.

The following measures will be applied to on site:

- All conditions of SEPA's GBR 13 will be strictly adhered to, with most relevant rules for removing the vegetated bar summarised below:
- Sediment removal will not result in the bed of the upstream watercourse to be lower than the base of the culvert, and no steps will be created.
- Removed sediment will not be placed on the bank of the watercourse.
- Activity will not pollute the water environment.
- The parking of machinery/personnel and storage of equipment on road verges and adjacent habitats 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.
- Best practice measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Multiple handling of soil derived from excavations will be minimised. The extent and duration of exposed soil will be kept to the minimum required for the works.

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 the 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.
- 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 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 properties within 300m of the scheme. Works will be completed over two to four weeks and works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

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

During construction, activities undertaken on site have the potential to have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of delays due to TM measures. There are no residential properties or commercial receptors within 300m of the scheme. Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be temporary and of short duration.

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

- Where possible, works will be carried out during daylight hours.
- A TM Plan (TMP), which includes measures to avid 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.
- Appropriate provisions / measures will be implemented within the TM 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's social media platforms.

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

Road drainage and the water environment

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain).

A dry-working area will be utilised for the works using appropriate bunding/damming, with exact method yet to be confirmed. There is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- All conditions of SEPA's General Binding Rules (GBRs) 6,9, 10b, and 13 will be adhered to during the works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- A toolbox talk on silt and sediment containment will be delivered to all site staff as part of the site induction.
- 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.
- In-stream works will be carried out within a dry working area. The contractor is responsible for designing and implementing the dry working area and will provide a method statement for review prior to works commencing. This may involve damming the watercourse and over-pumping through the site.
- Dry-working area will be regularly inspected to ensure efficiency.
- Works will not result in the impediment of substrate movement from upstream of the culvert to downstream.
- Concrete batching will be carried out on an impermeable surface at least 10m away from drains and water bodies.
- Concrete and hazardous materials will not be stored within the dry working area. Site staff will take only the minimum amount necessary to carry out works in the dry working area during each work period.
- Should rip-rap rock armour be required, this will be washed off site prior to installation to remove fine sediments.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.

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

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

Climate

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

- BEAR Scotland will adhere to their Carbon Management Policy.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- Existing materials will be re-used (where practicable) to minimise the requirement for importing new materials.
- Where possible, material will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at a local appropriately licenced facility.

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

The scheme falls within an area that has a high likelihood of surface water flooding each year (10% chance). There will be no change to the likelihood of flooding on the A889 within the scheme extents upon completion of the works. Works are programmed to be completed during July-September when water levels and risk of flooding are likely to be at their lowest.

Works are restricted to areas of engineered ground and immediate surroundings of the A889 Drochaid A'Bhacain Bridge and will last approximately two to four weeks. Any required TM will be designed in line with existing guidance and alternative pedestrian routes will be included in any required TM to reduce the impact of the works on NMUs.

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

Assessment cumulative effects

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 (Highland Council Planning Portal) identified no approved planning application within 300m of the scheme.

A search of the Scottish Road Works Commissioner website (Scottish Road Works Online) 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 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, 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) are situated wholly or partly within the Cairngorms National Park and the River Spey SAC which are sensitive areas within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is less than 1 ha.
- The works will be temporary, localised, and completed during daytime working hours.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No impacts on the environment are expected during the operational phase as a result of the works. The works are expected to result in positive impacts on road users during the operational phase.
- The risk of major accidents or disasters is considered to be low.

Location of the scheme:

- Although the works are located within the River Spey SAC and lie in proximity to other designated sites, the HRA produced in consultation with NatureScot has concluded that the proposed scour works will not result in LSE on the designated sites.
- The works will not impact the historic and architectural character of the A889 Drochaid A'Bhacain bridge, which is noted as a NRHE.
- Although the scheme is located within the CNP, consultation has been carried out with the CNP and no concerns have been raised. Works are not expected to result in any adverse visual impact, and as such will not have a resulting adverse impact on the CNP.
- The scheme is not located within a densely populated area and there are no nearby properties.
- The scheme will not require any permanent land take and will not alter any local land uses.

Characteristics of potential impacts of the scheme:

- Any residual impacts to the local landscape during the construction phase will be minor and will not result in significant visual changes to the A889 road corridor. Any impacts during the construction period are expected to be temporary, short-term, and non-significant.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway.
- A dry working area will be created with a fish rescue being undertaken prior to the area being drained, to limit impact to fish during construction.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- The dry working area, with appropriate containment measures in place, will reduce the likelihood of significant pollutants or other construction materials entering the River Spey SAC.
- SEPA has confirmed that the works are permitted under relevant GBRs, which will be adhered to during works.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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.
- Pre-construction surveys will be carried out prior to works and, if required, additional licences will be sought to permit works. No works will commence until any required licences are in place and all conditions of any required licences will be adhered to during works.

- An ECoW will be provided by BEAR Scotland and will attend site to oversee activities with the potential to impact protected species. The ECoW will advise site staff on appropriate working methods and ensure all required mitigation measures are in place.
- It is not anticipated that INNS will be encountered during the works however in the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No cumulative or 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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