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Environmental Impact Assessment Record of Determination

A86 West of Tulloch Farm and A86 Monessie - Resurfacing

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on two nearby separate stretches of the A86 carriageway west of Roybridge; A86 West of Tulloch Farm and A86 Monessie. Works for both schemes will include replacement of surface course, with areas of partial reconstruction and deeper inlay where required, however exact depths and details are yet to be confirmed. Road drainage maintenance works will also be undertaken at both schemes, and additional works at A86 Monessie involve bollard and hazard markers being replaced.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Lay and roll new surface course
- Carry out lining/studding
- Remove TM and open road

A86 West of Tulloch Farm covers an approximate area of 0.58ha along an approximate 725m length, and A86 Monessie covers an approximate area of 0.7ha, along an approximate 880m length. The total combined works area is 1.28ha.

Both schemes are currently programmed to be completed within the 2025/2026 financial year. A proposed start date of 30/06/2025 has been given for the A86 West of Tulloch Farm scheme, however, works may be delayed into the latter half of the 2025/2026 financial year (September 2025 to March 2026 inclusive). Works are expected to be completed over 12 days, operating between the hours of 07:00 and 19:00; however, changes in the programme may result in the need for night works.

No start date or exact timings are currently proposed for the A86 Monessie scheme.

Traffic management (TM) for both schemes will likely consist of single lane closures, facilitated by temporary traffic lights (TTLs) and a convoy system. There is however potential that full road closures may be required.

Location

Both schemes are located on the A86 carriageway east of Roybridge, within the Highland Council area. Each section of works has the following National Grid References (NGRs):

- A86 West of Tulloch Farm (Figure 1)
    - Scheme Start: NN 31976 80938
    - Scheme End: NN 32661 80732
- A86 Monessie (Figure 2)
    - Scheme Start: NN 30184 81013
    - Scheme End: NN 29390 80794

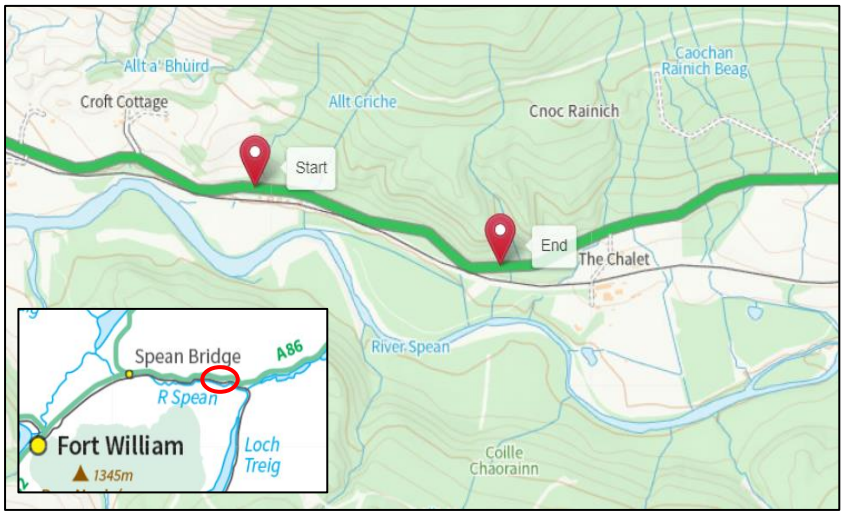

Figure 1. Location of **A86 West of Tulloch Farm**. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0103-83).

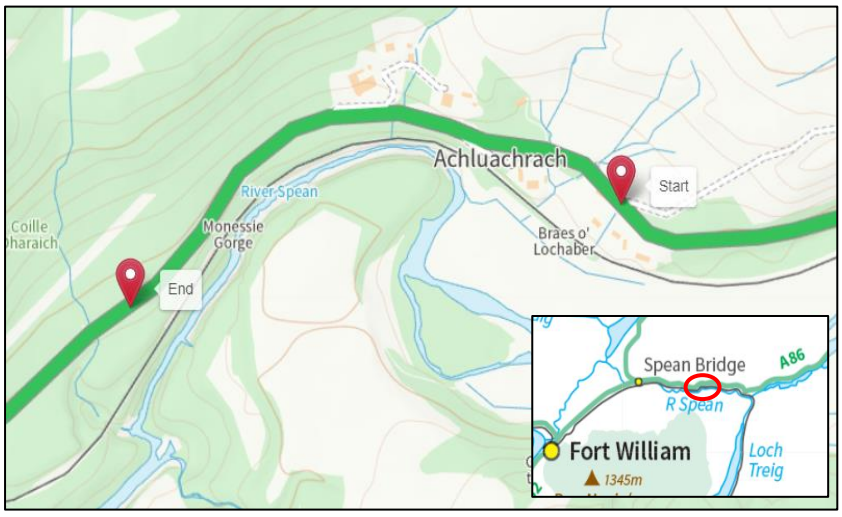

Figure 2. Location of **A86 Monessie**. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 24-NW-0103-12).

Description of local environment

Air quality

The schemes do not fall within any Air Quality Management Areas (AQMA) (Air Quality Management Areas) declared by the Highland Council. No Air Quality Monitoring Stations are located within 10km of the works (Scottish Air Quality). Due to the semi-rural nature of both schemes, pollution levels are not expected to be high.

No sites registered on the Scottish Pollutant Release Inventory (SPRI) (Scottish Pollution Release Inventory) for air pollutant releases are located within 10km of the works.

A Transport Scotland Road Traffic counter for the A86 carriageway within Spean Bridge (site number ATC01049) located approximately 9km east from the works, recorded an annual average daily flow total of 2,706 motor vehicles in 2024, of which 11% were Heavy Goods Vehicles (HGVs).

Baseline air quality at both scheme locations is likely to be primarily influenced by traffic along the A86 trunk road, with secondary sources likely to arise from nearby agricultural and forestry practices.

Cultural heritage

There are no World Heritage Sites, Scheduled Monuments, Garden and Designed Landscapes, Conservation Areas, Listed Buildings or Inventory Battlefields identified within 300m of either scheme (Pastmap).

Of lesser cultural heritage interest, Historic Environment Records (HER) and Canmore features are recorded within 300m of both schemes. ‘Tulloch’ is recorded as both a Historic Environment Record (HER) and a Canmore feature and is located approximately 250m southeast of the A86 West of Tulloch Farm scheme extent, and Glenspean Lodge Hotel is located approximately 20m north of the A86 carriageway at A86 Monessie (also recorded as both a HER and Canmore).

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to features of cultural heritage importance.

As such, impact has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Landscape and visual effects

A86 West of Tulloch Farm and A86 Monessie are located approximately 4.5km and 2km east of Roybridge respectively, both located within the Highland Council and surrounded predominantly by areas of woodland. The River Spean, areas of agricultural grassland, and several dispersed residential properties are located in the wider surrounding area. The West Highland Railway Line (Crianlarich to Mallaig) travels adjacent to the A86 carriageway at both schemes, approximately 15m south at its closest point.

The schemes do not fall within any National Parks (NP) or National Scenic Areas (NSA) (SiteLink).

The Landscape Character Type (LCT) within the scheme extents is given as both Broad Forested Strath (LCT No. 235) (Landscape Character Types), and Rugged Massif - Lochaber (LCT No. 238), which have the following key characteristics:

Broad Forested Strath:

- 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.

Rugged Massif – Lochaber:

- Rugged character, a crinkled skyline and a landform accentuated by rocky outcrops and glacial debris.
- Large rocky masses drawing the eye upwards to ice-scoured rounded summits.
- Often a transitional landscape with indistinct boundaries with other Landscape Character Types.

- Often in remote, unsettled and inaccessible locations which, combined with the rugged relief, accentuates the wild character of these areas.
- Thin soils supporting sparse cover of grasses and heather on higher, drier slopes.
- Birch scrub and some oak woodland on lower slopes and within burn gullies and hanging valleys.
- Extensive sheep and deer grazing with stalking and hill walking as popular activities.
- Forestry occurring over small areas on flatter, lower slopes.

Biodiversity

Both scheme extents lie within Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI) (Site Code: 1272), which is designated for the following earth science features:

- 'Fluvial Geomorphology of Scotland' (favourable maintained condition); and
- 'Quaternary of Scotland' (Partially destroyed condition).

Negative pressures on these features include development and dumping/storage of materials (SiteLink).

Habitat surrounding the scheme consists predominantly of woodland (Scotland's Environment).

Considering the lack of habitat diversity within the trunk road boundary and the moderate traffic density at the scheme extent, it is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance.

Due to the lack of suitable habitat for permanent shelter or temporary resting places within proximity of the scheme, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

No invasive non-native plant species (INNS), injurious weeds, or invasive perennials have been recorded within 2km of the scheme, either on the NBN Atlas, or on Transport Scotland's Asset Management Performance System (AMPS).

Several areas of woodland as listed on the Ancient Woodland Inventory (AWI) Scotland (all within the Lochaber district) are located within proximity of both

schemes; the closest of which is located adjacent to the eastbound carriageway for the full A86 West of Tulloch Farm scheme extent (Ancient Woodland Inventory).

Geology and soils

Both scheme extents lie within Parallel Roads of Lochaber SSSI, which is designated for earth science features as noted in the Biodiversity section above.

Both schemes also fall within the Geological Conservation Review Site (GCRS) 'Glen Roy and the Parallel Roads of Lochaber', which shares a similar boundary line to the geologically designated 'Parallel Roads of Lochaber' SSSI.

The generalised soil type at both scheme locations is identified as humus-iron podzols (Scotland's Soils).

A desktop study using the British Geological Survey Map (BGS Geology Viewer) identifies the local geology type as a combination of the following:

- Bedrock Geology:
    - Eilde Flags Formation (micaceous psammite and semipelite), which is a metamorphic bedrock.
    - Leven Schist Formation (Pelite and calcsilicate-rock), which is a metamorphic bedrock.
    - Ben Nevis Dyke Swarm (Microdiorite), which is an igneous bedrock.
- Superficial Deposits:
    - Glaciofluvial Deposits (gravel, sand and silt), which are sedimentary superficial deposits.

Material assets and waste

The proposed works will entail resurfacing and re-instatement of road markings. Materials used will consist of:

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

Wastes are anticipated to be planings from the carriageway surface course and excavated drainage material. Planings will be fully recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road

Planings, where not contaminated with coal tar. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption numbers WML/XS/2011961 (A86 West of Tulloch Farm) and WML/XS/2011169 (A86 Monessie)). In addition, a waste exemption is required for the deposit of dredged waste (Paragraph 25), which has been obtained for the West of Tulloch Farm scheme and will be obtained as required for the Monessie scheme.

Investigations are yet to be undertaken; however, coal tar is not expected to be present within planings removed from the scheme extent.

Noise and vibration

Details of human receptors are included below within the 'Population and human health' section.

A86 West of Tulloch Farm and A86 Monessie are located approximately 4.5km and 2km east of Roybridge respectively, both located within the Highland Council.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road Maps) (Transportation Noise Action Plan (TNAP)).

Baseline noise levels within both schemes are likely to be primarily influenced by traffic travelling along the A86 trunk road, with secondary influences from nearby agricultural and forestry practices.

Population and human health

Several properties are located within 300m of both schemes, including residential properties and commercial accommodation. The closest residential property lies approximately 10m southwest from the A86 carriageway, at A86 Monessie and Glenspean Lodge Hotel is located approximately 20m north of the A86 carriageway, at A86 Monessie.

Several access points fall within the scheme extent, which provide access to the adjacent train line, local forestry tracks, properties and Cille Choirill Church & Graveyard. One parking layby is located within the A86 West of Tulloch scheme extents.

There are no Core Paths (Highland Council), routes listed on WalkHighlands, or routes listed on the National Cycle Network (OS Maps) within either scheme extent.

TM for both schemes is expected to consist of single lane closures and TTL/convoy systems.

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.

Road drainage and the water environment

River Spean (ID: 20346) flows adjacent to the westbound A86 carriageway for the full extent of both schemes, at a distance of approximately 30m south at its closest point. This waterbody has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2023 as 'Good ecological potential' (Water Classification Hub).

Several minor watercourses (unclassified by SEPA) are culverted below and flow within proximity of the A86 carriageway within both scheme extents.

The schemes fall within three groundwater bodies; 'Spean and Lochy sand and gravel' (ID: 150776), and 'Upper Glen Coe' (ID: 150693) underly the A86 West of Tulloch Farm scheme and 'Kinlochleven' (ID: 150684 underlies the A86 Monessie scheme; all of which were classified by SEPA in 2023 as having an overall status of 'Good' (Water Classification Hub).

Both schemes are located within a groundwater Drinking Water Protected Area (DWPA) (Scotland's Environment).

No risk of river or coastal water flooding exists on the A86 within either scheme extents. (SEPA Flood Map).

Sections of the A86 carriageway at A86 Monessie fall within an area that has a high likelihood (10%) of surface and small watercourse flooding each year (SEPA Flood Maps).

Climate

The Climate Change (Scotland) Act 2009 ('The Act'), and its subsequent amendment under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon

dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

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

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the scheme will be maintained in order to minimise emissions, as per manufacturing and legal requirements.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- 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.
- Activities involving cutting/planing out will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as much as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- 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 RoD.

Landscape and visual effects

There is potential for minor, temporary adverse visual impacts to the local landscape during the construction phase due to presence of vehicles and machinery, littering, or obstructed views. However, proposed works will be restricted to A86 carriageway and land use will not change as a result of the 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 site compound location will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or 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

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

The works are located within Parallel Roads of Lochaber SSSI, which is designated for geomorphological features. Refer to the Geology and Soils section below for assessment.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A86 and the scheme is of a temporary nature with works undertaken during night-time hours. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works, and standard pollution prevention measures will be in place during works.
- Works will be strictly limited to areas required for access and works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Works undertaken within the SSSI will be highly localised, and will not involve any operations that are likely to damage the designated features of this site, as confirmed by NatureScot.
- 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.
- No tree-felling or in-stream works will be permitted.
- 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 be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice on additional mitigation measures.
- A ‘soft start’ will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.
- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g., storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

The works are located within Parallel Roads of Lochaber SSSI, which is designated for geomorphological features. Operations requiring consent (ORC) for this site include the following:

- 7: Dumping, spreading or discharge of any materials (except fertilisers, lime and manure).
- 20: Extraction of minerals including sand and gravel, topsoil or sub-soil.
- 21: Construction, removal or destruction of tracks, walls, fences, hardstands, banks, ditches, or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground.
- 24: Modification of natural or man-made features.

The proposed construction works involve cutting of drainage material and discharge of this material onto the nearby verges. Consultation was undertaken via email with NatureScot which confirmed that works are not likely to damage the protected natural features of Parallel Roads of Lochaber SSSI, and therefore do not require consent from NatureScot to be carried out.

Although works include excavation, construction activities are restricted to the already engineered layers of the A86 carriageway and are not anticipated to have an adverse impact on geology and soils, or on the designation features of either Glen Roy and the Parallel Roads of Lochaber GCRS or Parallel Roads of Lochaber SSSI.

With the following mitigation measures in place, the likelihood of significant impacts on the geology and soils is low.

- Clearance of drainage ditches will occur in existing channels only. Any new drainage grip excavation will be undertaken only as requried.
- 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.

- Additional pollution prevention measures as outlined in *Road drainage and the water environment* will be adhered to during construction.

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

Material assets and waste

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

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- 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.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and 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.
- If the works encounter coal tar, then this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings (Coal Tar Guidance). This will include:
    - Coal tar contaminated road planings will be classified as a Special Waste.
    - All waste will be appropriately segregated, with coal tar contaminated planings being kept separate from uncontaminated planings.
    - Coal tar contaminated road planings will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified no less than three working days (72 hours) before and no longer than one month before, prior to Special Waste leaving site. Special Waste will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.
    - Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities.

The works are programmed to take place during day-time working hours and will be temporary and only for a limited duration. As such, the proposed scheme is anticipated to result in temporary minor adverse noise impacts for local receptors. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.

- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant, 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.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays due to traffic management measures.

Works will be restricted to the A86 trunk road carriageway. Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration and will move progressively along the full individual scheme extents. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Local residents will be notified in advance of any works; notification will include details of duration, timings, and any access restrictions likely to occur. Notification will include contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org 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

During the works, there is potential for temporary impacts on the water environment. 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 or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be adhered to on site.
- The works will not entail any in-stream works outwith specific road drainage channels.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in 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.
- All hazardous material utilised on site will undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements.
- Storage of COSHH 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 will be removed, double bagged and taken off site as special waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

Climate

Construction activities associated with the proposed works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of 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 the Carbon Management Policy.
- Any artificial lighting will be limited to only the amount required to carry out the works, and any plant will be switched off when not in use.
- 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 removed to a local 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.

Major Accidents and Disasters

No risk of surface or river water flooding has been highlighted on the A86 carriageway within the area of works.

Works are restricted to the A86 carriageway boundary, and any TM will be designed in line with existing guidance. TM will consist of single lane closures with a convoy system. Where required, alternative pedestrian/cyclist measures of passage will be included in the traffic management setup, to minimise 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.

As the works will be limited to carriageway resurfacing with an improvement element, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment. 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 (Highland Council Planning Portal) identified no planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner website (Scottish Road Works Online) has identified that no other roadworks are currently ongoing, or noted as being planned, on the A86 trunk road in proximity at the same time as this scheme.

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 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

Both schemes are relevant projects in terms of section 55A(16) of the Roads (Scotland) Act 1984, as they are projects for the improvement of a road safety and are both located within 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.

These projects have 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.

These projects will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities are restricted to the approximate 1.28ha combined area of existing carriageway boundary.
- The works will be temporary, localised, and completed during day-time hours.
- The works will be like-for-like in nature and will be restricted to the existing A86 carriageway, and as such there will be no residual change to the local landscape as a result of the works.
- Changes to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.

- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this part of the A86 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.

Location of the scheme:

- The works will be restricted to the upper layers of the existing A86 carriageway and as such will have no impact to the features for which the Parallel Roads of Lochaber SSSI or Glen Roy and the Parallel Roads of Lochaber GCRS is designated.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses.
- The site compound (if required) will be located on made ground.

Characteristics of potential impacts of the scheme:

- NatureScot have confirmed that the works are not likely to damage the protected natural features of Parallel Roads of Lochaber SSSI and therefore do not require consent from NatureScot to be carried out
- Any potential adverse 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.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in residual beneficial effects for NMUs in the area in the operational phase, due to improved safety features of the crossing.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

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