



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A86 40 Calder Scour Repairs

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake a package of scour repair works at A86 40 Calder Bridge. Repairs are required to rectify and prevent further scour damage to the bridge. The package of works will include:

- Establishment of site compound and access arrangements;
- Installation of damming structure to establish a dry working area along the east bank of the river;
- Underpinning of concrete revetment apron at downlink abutment;
- Removal of vegetation and repointing of cobblestone area on both east and west banks; and
- Demolition and re-casting of concrete surround and spillway for discharge pipe near downlink (DL) abutment.
- Removal of dry damming structure and site demobilisation

In-stream works will be required to complete scour repairs, which are currently scheduled to commence between 1st June 2023 and 30th September 2023 for a duration of two weeks. A dry working area will need to be established so that concreting works to the DL abutment apron can take place. A temporary water retaining structure will be installed along the east bank of the River Calder and the area behind it dewatered to establish safe and dry working conditions.

The works are necessary to rectify scour damage and deterioration of the culvert and wing walls. This will ensure that the culvert remains structurally sound and that road users remain safe. Alternatively, if repair works are not undertaken, scour damage and deterioration would continue to worsen, likely requiring far more intensive repairs in future. No alternative options to repair have been identified.

All works will take place beneath the bridge; therefore, traffic management (TM) is not anticipated to be required; however, advance warning site access/exit signage will be installed. If the programme changes, this may result in amendments to the exact TM requirements. Where required, alternative pedestrian routes will be included in the TM setup.

The location of the site compound will be determined by the appointed contractor and is therefore yet to be confirmed. It may be located on adjacent third-party land; however, the appointed contractor will be responsible for negotiating any required permission and land access.

Location

The A86 40 Calder Bridge is located on the A86 trunk road southwest of Newtonmore in The Highlands (centre point NN 70571 98652).

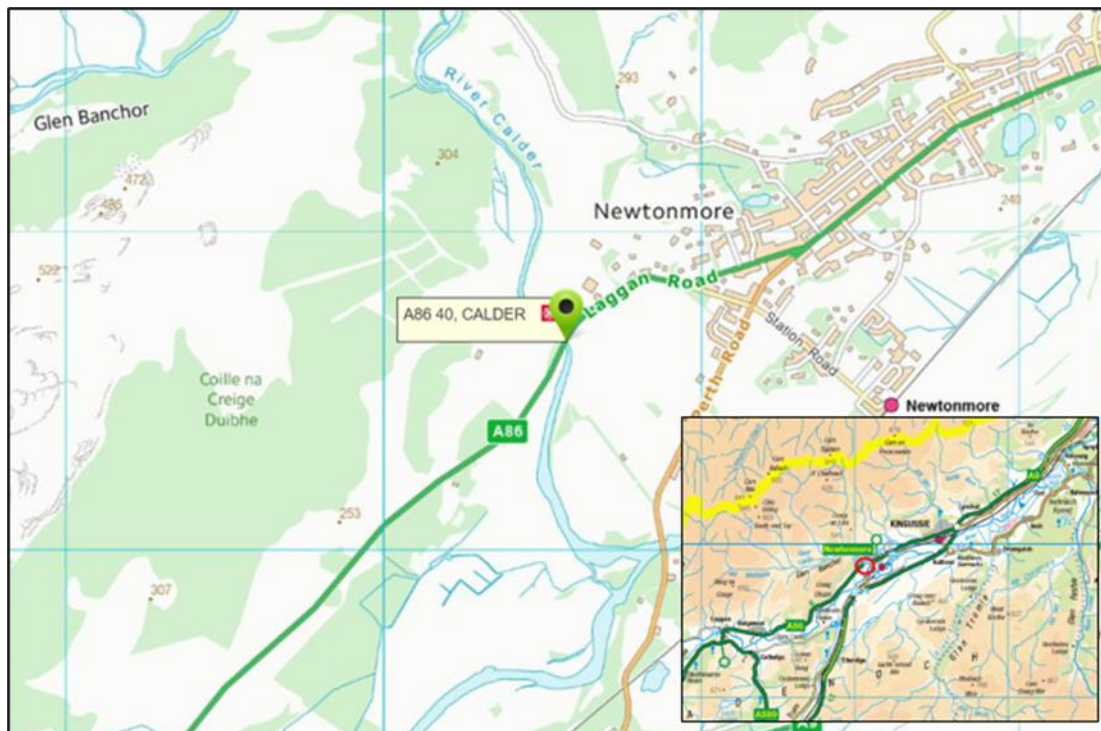


Figure 1. Location of A82 A86 40 Calder Bridge.

Description of local environment

Air quality

The scheme is not located within any Air Quality Management Areas (AQMA) and no air quality monitoring stations are located in the vicinity of works ([Air Quality Scotland](#)).

The nearest air quality monitoring site to the scheme is located in Inverness, approximately 45km north of the scheme ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Inverness due to the less urbanised nature of the works site.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases within 1km of the scheme.

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A86 trunk road and agricultural emissions.

Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), four Canmore National Records (CNRs) and five Historic Environment Records (HERs) lie within 300m of the scheme ([PastMap](#)). The A86 40 Calder bridge itself is recorded on the HER database.

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

Landscape and visual effects

The scheme is located within the Cairngorms National Park (CNP) ([Sitelink](#)) which has the following special qualities:

1.0 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

2.0 The Mountains and Plateaux

- The unifying presence of the central mountains
- An imposing massif of strong dramatic character
- The unique plateaux of vast scale, distinctive landforms and exposed, boulder strewn high ground
- The surrounding hills
- The drama of deep corries
- Exceptional glacial landforms
- Snowscapes

3.0 Moorlands

- Extensive moorland, linking the farmland, woodland and the high tops
- A patchwork of muirburn

4.0 Glens and Straths

- Steep glens and high passes

- Broad, farmed straths
- Renowned rivers
- Beautiful lochs

5.0 Trees, Woods and Forests

- Dark and venerable pine forest
- Light and airy birch woods
- Parkland and policy woodlands
- Long association with forestry

6.0 Wildlife and Nature

- Dominance of natural landforms
- Extensive tracts of natural vegetation
- Association with iconic animals
- Wild land
- Wildness

7.0 Visual and Sensory Qualities

- Layers of receding ridge lines
- Grand panoramas and framed views
- A landscape of many colours
- Dark skies
- Attractive and contrasting textures
- The dominance of natural sounds

8.0 Culture and History

- Distinctive planned towns
- Vernacular stone buildings
- Dramatic, historical routes
- The wistfulness of abandoned settlements
- Focal cultural landmarks of castles, distilleries and bridges
- The Royal connection

9.0 Recreation

- A landscape of opportunities
- Spirituality

The Landscape Character Type (LCT) within the scheme extent is Upland Strath (no. 127) ([Scottish Landscape Character Types](#)). The Upland Strath LCT is characterised by:

- Large, broad, flat-bottomed strath, with some narrower pinch-point sections.
- Valley floor with the meandering River Spey and frequent lochs and marshes.
- Meadows and wetlands prone to flooding on the valley floor.
- Mixed pastures and broadleaved woodland in more undulating areas.
- Wetlands flanked by mixed woodland and conifer forests.
- Main communication corridor housing A9 trunk road and railway.
- Estate houses and policy landscapes in many parts of the strath.
- A well-settled area with a series of settlements occurs along the northern side of the strath at bridging points over the River Spey. They are popular tourist destinations serving the Cairngorms National Park. Elsewhere farms and houses are frequent along main and minor roads.
- Views to the Cairngorm mountains.
- Noise and activity from busy A9.

The scheme is located on the A86, on the periphery of Newtonmore. The surrounding area is dominated by a combination of agricultural land and woodland ([Scotland's Environment](#)).

Biodiversity

Designated Sites

- The works lie within the River Spey Special Area of Conservation (SAC) ([SiteLink](#)).
- The River Spey - Insh Marshes Special Protection Area (SPA) and The River Spey - Insh Marshes Ramsar lie approximately 1.25km downstream of the scheme.
- The Insh Marshes SAC also lies approximately 1.25km downstream of the proposed works.
- The River Spey Site of Special Scientific Interest (SSSI) lies approximately 600m downstream of the works.
- The River Spey – Insh Marshes SSSI lies approximately 1.25km downstream of the works.

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 2019, 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 Insh Marshes designated sites, in consultation with NatureScot. This HRA was updated in 2023 in line with updated NatureScot consultation and covers the proposed works at A86 Calder.

Records

The NBN Atlas holds records of numerous bird species within 2km over a 10-year period ([NBN Atlas](#)).

The NBN Atlas noted no records of invasive non-native species (INNS), as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA) within 2km of the scheme over a 10-year period. One record of common ragwort (*Jacobaea vulgaris*), an injurious weed, as listed under the Weeds Act 1959, was recorded within 2km of the scheme extents ([NBN Atlas](#)).

A search of Transport Scotland's Asset Management Performance System (AMPS) noted no records of invasive or injurious weeds within 300m of the scheme extents.

Habitats surrounding the A86 40 Calder Bridge are dominated by the riparian woodland corridor which follows the course of the River Calder as well as extensive areas of agricultural grassland. Larger areas of woodland lie further afield to the north of the bridge. The habitats available in the wider area are suitable for protected species. Nesting birds may also use the woodland in vicinity of the scheme between March and August.

Ecological Surveys

The BEAR NW Environment Team has carried out ecological surveys at A86 Calder Bridge over several years, including 2019, 2021, and 2023, to assess ecological constraints within 200m of the bridge.

Geology and soils

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

Bedrock within the scheme extents is comprised of Loch Laggan Psammite Formation - Psammite, Micaceous, which was originally a sedimentary bedrock, but has subsequently undergone metamorphism ([BGS GeoIndex](#)). Superficial deposits within the scheme extent are comprised of Alluvium - Sand, Gravel and Boulders, Alluvial Fan Deposits - Gravel, Sand, Silt and Clay, and Glaciofluvial Sheet Deposits - Sand, Gravel and Boulders which are all sedimentary deposits ([BGS GeoIndex](#)).

Soils within the scheme extent are recorded as humus-iron podzols ([Scotland's Soils](#)).

Material assets and waste

The proposed works on A86 40 Calder Bridge are required to rectify scour damage and to ensure that the bridge remains structurally sound. The following materials will be used to complete scour repair works:

- Concrete and other cement-based materials
- Steel (fencing)
- Timber (formwork and falsework)
- Plastics (damming/dry working area)
- Sandbags/tonne bags (dry working area)

Waste materials will primarily be comprised old concrete removed from the bridge. Expected waste is categorised below along with estimated amounts to be reused or removed from site to licensed facilities.

- Concrete / hard core (0.5 tonnes)
- Metals (0.2 tonnes)
- Earth (0.2 tonnes)

Noise and vibration

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Area (CQA) ([Transportation Noise Action Plan](#)).

Baseline noise data is unavailable for the scheme location ([Scotland's Noise Scotland's Environment](#)). Baseline noise levels at the scheme location are likely to be primarily influenced by traffic travelling along the A86 trunk road.

Population and human health

There are approximately five residential/commercial properties located within 300m of the bridge. These all lie to the north and west of the bridge and cannot be observed from the scheme extent. The nearest property lies approximately 100m from the scheme extent.

There are no National Cycle Network (NCN) cycle routes ([OS Maps](#)).

One core path (Path code: UBS2) crosses the A86 immediately north of the bridge ([Scotland's Environment](#)). One walking route listed on WalkHighlands 'Wildcat Trail, Newtonmore' also utilises the core path ([WalkHighlands](#)). There are no bus stops, or other pedestrian facilities along the A86 throughout the scheme extent.

The nearest traffic count point (ID 50816) on the A86 is located approximately 5.5 km northeast of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 2,566 motor vehicles, of which 85 (3%) were heavy goods vehicles ([Road traffic statistics](#)).

Road drainage and the water environment

The A86 40 Calder bridge spans the River Calder (ID: 23145) which is a river that has been classified by the Scottish Environment Protection Agency (SEPA) in 2020 under the Water Framework Directive 2000/60/EC (WFD) as having an overall status of 'Moderate' ([SEPA water environment hub](#)).

The River Calder flows in a southerly direction for approximately 600m before converging with the River Spey (Spey Dam to Loch Insh) (ID: 23142) which is a river that was classified by SEPA in 2020 as having an overall status of 'Moderate'. The River Spey (Spey Dam to Loch Insh) has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation ([SEPA water environment hub](#)).

The scheme falls within the 'Strathnairn, Speyside and Cairngorms' and 'Upper Spey Sand and Gravel' groundwater bodies, which were both classified by SEPA in 2020 as having 'Good' overall condition (SEPA water classification hub) and are also a Drinking Water Protected Areas (Ground) (DWPAs).

Consultation with SEPA has determined that a Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) (CAR) Simple Licence is not required and that the proposed works are permitted under SEPA's General Binding Rules (GBRs).

The trunk road, within the scheme extents, has 10% risk of river flooding, but is not at risk of surface water flooding at this location ([SEPA Flood Map](#)).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO₂ emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for

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

Policies and plans

This Record of Determination (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

During scour repair works, there is potential for short-term negative impacts on air quality. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere. However, the scheme is not located within an AQMA and there are no sites registered on the SPRI which could contribute to a cumulative impact. DPMEE associated with the construction phase will be localised to the works footprint and of a short duration.

Considering the nature and small scale of the works as well as the following mitigation measures, the risk of significant impacts to air quality 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 shall be checked frequently (at least daily) and should containment fail, operations will cease immediately, and necessary repairs undertaken.
- Activities which have the potential to produce dust, particular matter, and exhaust emissions (DPMEE) (e.g., cutting and grinding of materials) will be undertaken downwind (if possible) and at least 10m from the River Calder, reducing the potential for DPMEE to be released into the river (and by association the River Spey SAC).
- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- The movement of dusty material will be minimised by appropriately planning material movements.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as much as reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground and, where feasible, 10m away from potential pollution pathways such as drains and watercourses.
- 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 shall 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

Construction of the A86 40 Calder bridge and A86 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 HER feature, the works will not have an adverse impact on the cultural heritage classification due to the works being undertaken on a like-for-like basis.

There is no connectivity between the bridge and the remaining features, as these are set back at least 35m from the bridge. Moreover, all works are restricted to the A86 40 Calder Bridge and the following measures will be implemented to avoid impacts to sensitive cultural heritage features:

- Works to A86 50 Calder bridge will be undertaken on a 'like-for-like' basis.
- People, plant, and materials shall, 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 shall be reduced as much as is reasonably practicable and will ideally be limited to access on foot.
- There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- All site personnel are to 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 this RoD.

Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of roadside verges, littering or obstructed views due to vehicles and machinery.

However, proposed works will be restricted to scour repair works and will be carried out over 2 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, no significant impacts to the CNP are expected. The CNP authority has been consulted and confirmed that they had 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.
- Works will avoid encroaching on land and areas where work is not required or permission has not been granted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape (i.e. damage to grass verges or hardstanding of the A86) should be reinstated as much as is practicable.

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.

Designated Sites

The proposed works lie within the River Spey Special SAC and have connectivity to the following sites:

- The River Spey - Insh Marshes SPA and Ramsar lie approximately 1.25km downstream.
- Insh Marshes SAC also lies approximately 1.25km downstream of the proposed works.
- The River Spey SSSI lies approximately 600m downstream of the works.
- The River Spey – Insh Marshes SSSI lies approximately 1.25km downstream of the works.

The HRA produced by BEAR Scotland to assess potential impacts of maintenance activities on the River Spey and Insh Marshes designated sites includes concrete/masonry repairs and in-stream scour repair works, such as those proposed

at A86 Calder. The HRA was produced in line with advice from NatureScot and concluded that proposed works will not result in LSE on the designated features of the above sites, provided that relevant good practice measures are in place.

For example, although there will be in-stream working, works will be carried out in a dry working area and programmed outwith the salmonid spawning season. 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).

Containment measures will be in place throughout works to prevent pollution or debris from entering the watercourse and traveling downstream to the Insh Marshes SAC, SPA, SSSI, and RAMSAR. Pollution prevention measures will be detailed in the SEMP and adhered to on site to prevent debris or runoff entering the water environment. Due to these reasons and considering the distance of the works from the designated sites, the works are not expected to result in LSE on any qualifying feature of the Insh Marshes SAC, SPA or RAMSAR.

Terrestrial Ecology

As works are currently programmed to be carried out during the breeding bird season (March to August inclusive), nesting bird checks will be undertaken within two weeks and 48 hours prior to works commencing. If any active nests are identified that would be impacted by works, relevant licences will be sought from NatureScot and all conditions will be adhered to.

An Ecological Clerk of Works (ECoW) will be provided by BEAR Scotland and will attend site to oversee activities with the potential to impact nesting birds, or other 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 A86 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 shall remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- Works shall be carried out during daylight hours. If artificial lighting is required, it shall 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 shall remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works are 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 & 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. Consequently, advice was sought from the Spey District Salmon Fishery Board (DSFB). Works will be completed during June-September, which is outwith the sensitive period for salmonids. 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 GBRs 6,9, and 10b ([The CAR Practical Guide](#)) will be adhered to during works.
- Relevant SEPA Pollution Prevention Guidelines (PPGs) and Guidance for Pollution Prevention (GPPs) will be strictly adhered to.
- Works will take place within a dry working area.
- Works should not impede the passage of substrates from upstream of the culvert to downstream.
- No discharges into the water environment are permitted and containment measures must 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 is required during establishment of the dry working area. The appointed contractor will be responsible for arranging fish rescue and BEAR Scotland have recommended that the Spey DSFB be contracted to undertake fish rescue. 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.

Summary

The HRA produced in consultation with NatureScot has concluded that the proposed scour repair works will not result in LSE on the River Spey SAC or other designated sites with connectivity to the works. If any resting sites for protected species are identified in the vicinity of works during pre-construction surveys, any relevant derogation licences to permit works will be sought from NatureScot and no works will take place until required licences are in place. All conditions of any relevant licences will be detailed in the SEMP and adhered to on site, along with all relevant good practice measures described above. In addition, an ECoW will attend site as required during sensitive activities and fish rescue will be undertaken during installation of the dry working area. Therefore, with these measures in place, it is not expected that the proposed works will result in significant impacts on biodiversity and this receptor is not considered further in this RoD.

Geology and soils

The proposed works have the potential to impact upon local geology and soils through pollution, soil compaction, and erosion. However, the scheme is not located within a GCRS or SSSI designated for geological features. The works are minor in nature, will not involve excavations, and will have appropriate pollution prevention measures in place. Considering the nature of the scheme, and with implementation of the mitigation detailed below, the potential for impact on geology and soils within the area of likely construction disturbance is considered to be negligible.

- 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) should 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 should 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.
- Concrete washout will not be discharged on to the ground, drains or watercourses. After concrete works, any residual concrete washwater will be collected and removed from site as contaminated water. All waste will be removed from site and disposed of safely and legally, preferably by recycling or re-use.
- 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 shall be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- Any special waste will be removed from site by a specialised waste carrier. Special waste will not be mixed with general waste and/or other recyclables. Any contaminated ground as a result of the works will be removed and transferred off site as special waste.

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

Noise and vibration

Construction activities associated with the proposed scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA. The nearest property is approximately 100m from the scheme and is screened from the works. Works will be completed over 2 weeks utilising a daytime working pattern and works with the potential to induce worst-case scenario noise and vibration (hammers, unloading of materials, etc.) will be intermittent, temporary, and short-lived. In addition, the following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks shall be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- 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 shall be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers and non-motorised road users (NMUs) as a result of delays due to TM measures (if required). 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, completed during daytime hours, 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:

- Given the proximity of urban development to the scheme extents, Toolbox Talk TTN-042 'Being a Good Neighbour' will be briefed prior to works commencing.
- Appropriate provisions / measures shall be implemented within any required TM to allow the safe passage of NMUs of all abilities through the site.

- If required, a Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.
- 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 scour repairs works, there is potential for temporary adverse impacts on the water environment due to the requirement for in-stream works and the risk of pollution incidents. Potential contaminants include fuel and oils from mechanical plant and dirty water run-off from the construction site. Consultation with SEPA confirmed that authorisation under CAR is not required and compliance with the conditions of relevant GBRs is required. 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. These measures include the following:

- All in-stream works must be completed between 1st June 2023 and 30th September 2023.
- All conditions of SEPA's GBRs 6,9, and 10b ([The CAR Practical Guide](#)) will be adhered to during works.
- Pollution control measures, including relevant SEPA Pollution Prevention Guidelines (PPGs) and Guidance for Pollution Prevention (GPPs), as well as other good practice measures for working in or near water, will be detailed in the SEMP and adhered to on site to prevent sediment or other materials entering the water environment.
- In-stream works will be carried out within a dry working area created by damming the watercourse and over-pumping through the site. The contractor is responsible for designing and implementing the dry working area and will provide a method statement BEAR Scotland for review prior to works commencing.
- No discharges into any watercourses or drainage systems are permitted and appropriate containment measures will be in place to prevent any loss of construction materials into the water environment (e.g. dust, debris, wet concrete). The ECoW will attend site during installation of the dry working area to ensure that appropriate containment measures are in place.
- The ECoW will be responsible for delivering a toolbox talk on silt and sediment containment to all site staff as part of the site induction.
- 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 other 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.
- Rip-rap rock armour 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 shall 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 (if required), oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers shall be stored on an impermeable area and be fully bunded. This shall be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double-bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons, and will have bunding with a capacity of 110%. If these are not bunded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

With the above mitigation measures in place, the risk of significant impacts to the water environment as a result of scour repair works is considered to be low. 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.
- Works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- Existing materials will be re-used (where practical) to minimise the requirement for importing new/virgin materials.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement
- Where possible, local waste facilities will be used to reduce greenhouse gas emissions associated with transport of waste (if reuse or recycling of materials is not possible).

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

Major Accidents and Disasters

The A86 is not at risk of surface water flooding at the scheme location but carries a 10% risk of river flooding. However, the works are programmed to be completed between June and September 2023, when water levels are expected to be at their lowest. Therefore, the risk of impacts due to river flooding during works is expected to be low.

Works are restricted to the engineered ground and immediate surroundings of the A86 Calder Bridge and will last approximately two 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 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 of cumulative effects

A search of the Highland Council Planning Portal ([Map Search](#)) showed four applications submitted in the last five years within 300m of the proposed works. These included:

- 19/04306/FUL - Erection of house, granted Fri 22 May 2020
- 22/03119/FUL - Conversion of farm steading into house, granted Thu 13 Oct 2022

- 21/02757/FUL - Conversion of steading, formation of micro distillery, installation of tanks and cooling tower, granted Fri 13 May 2022
- 21/00283/PNO - Erection of agricultural building, granted Mon 08 Feb 2021

There is no indication whether the above works have already been completed or when they will start and for how long they will last. However, these planned works are all located at least 50m from the scheme extent and will not entail any in-stream works. Considering the minor nature and short duration of the proposed scour repair works on A86 Calder Bridge, it is considered that the risk of in-combination or cumulative impacts on environmental receptors is low.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified no roadworks planned in the vicinity of the proposed scheme. No smaller scale traffic restrictions / roadworks are found on the local authority road network in proximity to the proposed works, and as such, no in-combination or cumulative effects are anticipated.

BEAR Scotland programme all 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 TM. 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 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 scour repairs with an improvement element 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 in whole or part in the CNP and 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 (EIA) is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken, and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is less than 1 ha.
- The works will be temporary, localised, and completed during daytime working hours.
- A dry working area will be created with a fish rescue being undertaken prior to the area being drained.
- 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.
- Ecological surveys to date have not identified any additional protected species shelters or roosts and no protected species licences have been required.
- 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.
- 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.
- The risk of significant in-combination or cumulative effects is considered to be low.
- 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 have connectivity to other designated sites, the HRA produced in consultation

with NatureScot and updated in 2023 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 A86 Calder bridge, which is noted as a HER.
- Although the scheme is located within the CNP, consultation with the CNP has confirmed that the works will not result in any adverse visual impact on the CNP.
- The scheme is not located within a densely populated area and the few nearby properties are screened from the works.
- The scheme is restricted to the A86 Calder Bridge structure and as a result will not require any permanent land take and will not alter any local land uses.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- 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.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- 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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