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Environmental Impact Assessment Record of Determination

A86 East of Ardverikie

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing and civils works on a stretch of the A86 carriageway, with a total length of 872m and total area of 0.51ha. Carriageway resurfacing will involve milling out and replacement of up to 300mm of bituminous material. Following the resurfacing works, road markings will be reinstated. Civils works will involve ditching, with all bollards within the scheme to be replaced. Works are required to address surface and structural deterioration of the trunk roads. The works will include:

- Set up traffic management (TM) and mark out site
- Mill out old surface course
- Lay new surface course
- Roll surface and allow it to go off
- Install road markings
- Replace bollards and complete ditching works
- Remove TM and open road

The resurfacing works is currently programmed to start on 6 September 2026, with a duration of 10 nights, following an overnight working pattern (20:00-08:00). The civils works are likely to directly follow resurfacing however the start date and duration are still to be confirmed. The civils works will follow a daytime working pattern (07:00-19:00). Changes in the programme may result in a change to the proposed working hours/commencement dates.

No site compound is required, and site access and plant storage will be located within TM. TM will comprise road closure with regular amnesties, with control of junctions where required. Local access will be accommodated within the TM as much as is reasonably practicable.

Location

The scheme is located on a rural stretch of the A86 carriageway, at the small settlement of Kinloch Laggan, within the Highland Council local authority area (National Grid References NN 53860 89708 to NN 54710 89722) (Figure 1).

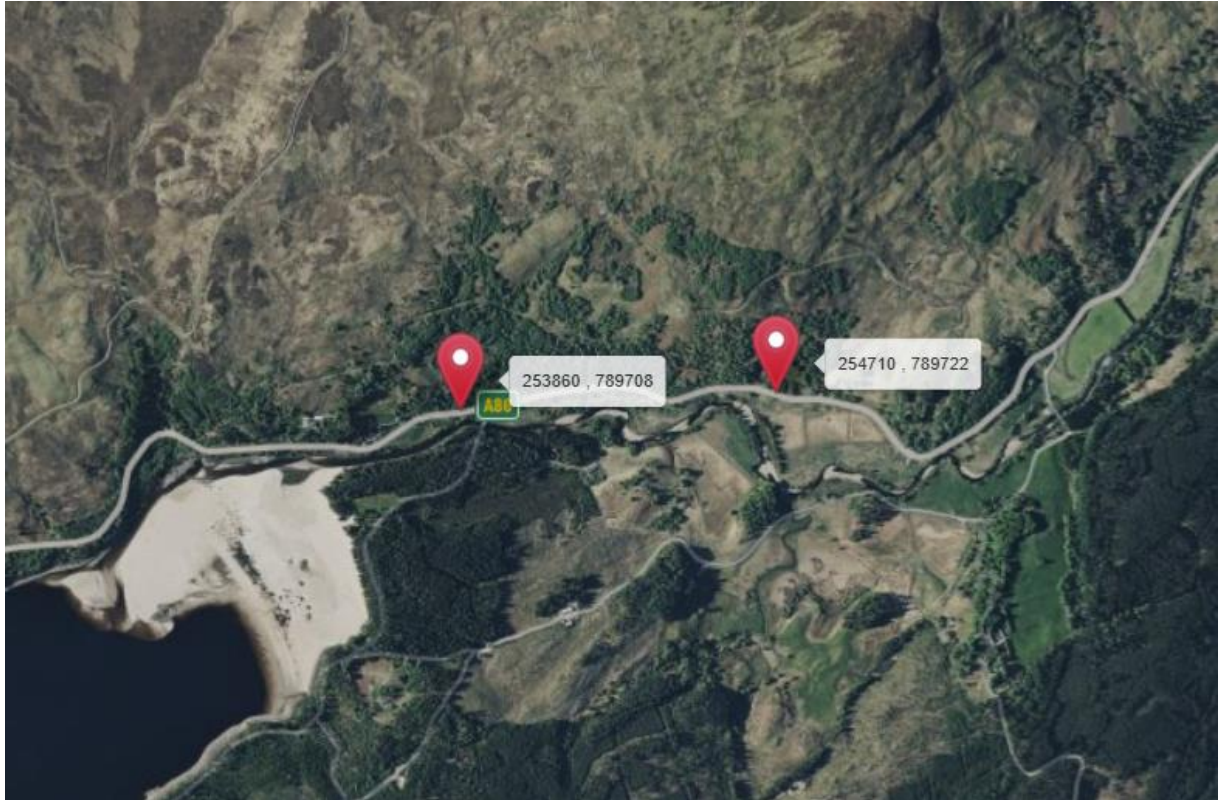


Figure 1. Location of scheme

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMAs) which have been declared by the Highland Council within 300m of the scheme ([Air Quality Management Areas](#)).

There are no air quality monitoring sites located within 10m of the scheme ([Scottish Air Quality](#)).

There are no registered sites on the Scottish Pollution Release Inventory (SPRI) within 10km of the scheme ([Scottish Pollution Release Inventory](#)).

Baseline air quality for this scheme is primarily influenced by traffic along the A86 trunk road. Secondary releases are likely delivered by land management within the wider area.

Cultural heritage

The following cultural heritage features are recorded within 300m of the scheme ([PastMap](#)):

- Three Listed Buildings; the closest of which, 'Ardverikie Gate Lodge, Gate Piers and Bridge Over River Pattack' (ref. LB6911), lies 20m south of the scheme extents.
- Ten features of lesser cultural significance (i.e. Historic Environment Record (HER) and National Record of the Historic Environment (NHRE) sites); the closest of which, 'Ardverikie House, Gate Lodge, Gatepiers and Bridge Over River Pattack' (ref. MHG45655), which overlaps the scheme extents.

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

The works are confined to the trunk road boundary. As such, construction of the A86 trunk road is likely to have removed any archaeological remains that may have been present within the area and as such 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The scheme is located within the Cairngorms National Park (NatureScot Site Code: [8623](#)) which is designated for the following special general qualities:

- Magnificent mountains towering over moorland, forest and strath.
- Vastness of space, scale and height.
- Strong juxtaposition of contrasting landscapes.
- A landscape of layers, from inhabited strath to remote, uninhabited upland.
- ‘The harmony of complicated curves’.
- Landscapes both cultural and natural.

The scheme does not fall within a National Scenic Area (NSA) ([SiteLink](#)).

Landscape Character Type for the scheme is listed as ‘Broad Loch and Glen’ ([LCT 235](#)) and ‘Upland Glen – Cairngorms’ ([LCT 126](#)).

‘Broad Loch and Glen’ has the following key characteristics:

- Very long, narrow, slightly curved loch, channelled between high mountains to the north-west and lower craggy hills to the south-east.
- Mainly steep slopes on the north-west side, and some more gently sloping land on the south-east side, with flatter land occurring at the junction of occasional side tributaries on both sides of the loch.
- A high proportion of tree cover, which is most extensive on the south-east side, consisting of stands of native woodland and forest cover on lower slopes close to the loch.
- Distinct tiers of landcover on the north-west side, with low-lying stands of native woodlands, open areas of mainly heather and grassland landcover, rising to high alpine cover.
- Areas of smaller scale managed fields and woodlands with buildings around estates, contrasting with the large scale of surrounding landcover patterns.
- Strong contrast in land use between the opposite shores of the loch, related to the presence and busy nature of the trunk road on the north side, and the extent of forest cover on the south side.
- Limited settlement of mainly traditional style buildings occurring on lower ground near the loch, usually associated with estates and often occurring where the intersection with a tributary glen creates an area of flatter ground or requires a bridging point.
- Variety in texture, patterns and colour associated with the different landcover and varying openness and enclosure of landforms.

- Views to distant, distinctive, landmark hills along the loch and in more open areas.
- The dramatic combination of the loch, forests, woodlands and peaks with occasional estate buildings.

‘Upland Glen – Cairngorms’ has the following key characteristics:

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

Land use within 300m of the scheme extent is classified as managed woodland, rough grazing, rectilinear fields and farms, plantation and freshwater area ([HLAMap](#)).

The land surrounding the trunk road is classified as 5.2 (‘Land capable of use as improved grassland’) and 6.1 (‘Land capable of use as rough grazings with a high proportion of palatable plants’) ([Scotland's Soils](#)).

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

Biodiversity

The scheme does not lie within 2km of, or have connectivity with, any European sites (i.e. Special Protection Areas (SPAs), Special Areas of Conservation (SACs), or Ramsar sites) ([SiteLink](#)).

There are no locally or nationally designated sites for biodiversity such as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR), or Local Nature Reserves (LNRs) within 300m of the scheme ([SiteLink](#)).

Numerous bird species were recorded on the National Biodiversity Network Atlas ([NBN Atlas](#)) within 2km of the scheme during the last ten-year period. Only records with attributions CC-BY, OGL and CC0 (open use) were included in the search criteria. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests are protected.

The NBN Atlas and Transport Scotland's Asset Management Performance System (AMPS) holds no record of any invasive non-native plants or injurious weeds (as listed in the Network Management Contract (NMC)) within 300m of the scheme.

Habitats surrounding the A86 carriageway is dominated by broad-leaved woodland flanking the trunk road, with rough grazing and scattered trees further afield. Freshwater habitat provided by River Pattack which lies adjacent to the scheme, at 18m south at its closest point. The River Pattack flows into Loch Laggan, approximately 420m downstream.

An area of ancient woodland ([Ancient Woodland Inventory](#)) is located to the north of the scheme, adjacent to the A86 carriageway, and is listed as ancient (of semi-natural origin).

There are no Tree Preservation Orders (TPOs) present within 300m of the scheme ([Highland Tree Preservation Orders](#)).

Geology and soils

The Kinlochlaggan Boulder Beds SSSI (NatureScot Site Code: [858](#)) is designated for Dalradian (earth sciences), and lies adjacent to the scheme, overlapping some sections of the A86 carriageway.

There are no Geological Conservation Review Sites (GCRSs) designated for geological features within 300m of the scheme ([SiteLink](#)).

Component soils throughout the scheme extent comprise of humus-iron podzols with peaty gleyed podzols ([Scotland's Soils](#)).

Soils in the area around the scheme extent are comprised of 'Class 0' soils, which are composed of mineral soils and peat is not typically found on such soils ([Carbon and Peatland Map 2016](#)).

Bedrock geology within the scheme consists of ([BGS Geology Viewer](#)):

- Kinlochlaggan Quartzite Formation – quartzite
- Loch Laggan psammite formation – micaceous psammite

Superficial deposits within the scheme consist of Till, Devensian – diamicton ([BGS Geology Viewer](#)).

Material assets and waste

The resurfacing works are required to replace worn surface and undertake general maintenance of the A86 trunk road. Materials used will consist of:

- Asphaltic material (AC32/AC20/TS2010)
- Bituminous emulsion bond coat
- Milled in road studs
- Thermoplastic road marking paint
- Replacement bollards
- Concrete (for base of bollards)

Wastes are anticipated to be primarily planings from the carriageway surface course. All road planings shall be managed in accordance with SEPA Position Statement WAS-PS-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor shall be responsible for ensuring full compliance with these requirements. Coal tar has not been highlighted as being present within the scheme.

Any ditching waste remaining on-site must follow SEPA's LRWA 9, details of which will be listed below in the impacts and proposed mitigation section.

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

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

Noise and vibration

For residential, community and commercial receptors refer to the 'Population and Human Health' section below.

The average day, evening and night time (LDEN) noise levels at the scheme extent range between 67-70dB ([Scotland's Noise](#)).

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (TNAP) ([Transportation Noise Action Plan 2024-2028](#)).

Given the rural nature found within the scheme, it is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A86 carriageway.

Population and human health

There are approximately seven residential properties within 300m of the scheme. The closest of which are two houses which lie adjacent to the eastbound carriageway of the A86 with no visual or acoustic screening.

There is one layby on the eastbound lane of the A86, and access roads to private roads within the scheme extents.

There are no bus stops, paved pedestrian footpaths or other public amenities within the scheme extent.

According to Scottish Road Works there are no other works scheduled within 300m of the scheme ([Scottish Road Works](#)).

There are no National Cycle Network (NCN) routes ([OS Maps](#)), walking routes listed on [WalkHighlands](#) or [Core Paths in Highland Council](#) within 300m of the scheme.

Transport Scotland's manual data counter (site name ATC01050) located along the A86 carriageway, 8.5km northeast from the scheme, recorded an annual daily total (ADT) of 2,003 motor vehicles in 2025, of which 20.1% were heavy goods vehicles (HGVs).

Traffic management will consist of a mix of overnight and daytime road closure with regular amnesties. Control of junctions where required.

Road drainage and the water environment

'Upper Glen Coe' (ID 150693) is a groundwater body, in the Scotland River basin district, which underlies the scheme. It was awarded an overall status of 'good' in 2024 by Scottish Environmental Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([Water Classification Hub](#)).

'River Pattach – Loch Laggan to Loch Pattack' is a river in the River Lochy catchment of the Scotland river basin district and is located 18m south of the scheme at its closest point and discharges into Loch Laggan. It was awarded an overall status of 'moderate' in 2024 by SEPA under the WFD ([Water Classification Hub](#)).

Small unclassified surface waterbodies and/or culverted drainage channels may be present within 300m of the scheme extents, some of which are culverted under the A86 carriageway.

[SEPA Flood Map](#) has highlighted small areas of medium to high risk of surface water and small watercourses flooding (i.e. a 0.5-10% chance of flooding each year) within the A86 carriageway at the scheme extent.

Climate

The [Climate Change \(Scotland\) Act 2009](#) ('The Act'), and its subsequent amendment under the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

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

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in

reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

Construction activities associated with the proposed works have the potential to temporarily cause adverse 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.

- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have the potential to produce dust will be removed from site as soon as possible, and vehicles that remove cold-milled material from site will have sheeted covers.
- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will have been regularly maintained, paying attention to the integrity of exhaust systems, and will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risk of dust emissions exists.
- Materials will be removed from site as soon as is practicable.

- Good housekeeping will be employed throughout the works.

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, works will be restricted to the A86 carriageway boundary and will be limited to the like-for-like replacement of the carriageway surface, reflective bollards, and ditching. Resurfacing works will be carried out during night-time hours, over 10 nights, with the civils works likely to be directly after resurfacing (to be confirmed).

No change to land use, or to the designated features of the CNP, will occur as a result of the works, and the works will not result in any obvious residual change to the visual amenity of the local landscape. The CNP authority will be notified of the proposed works and advised of the design in advance.

In addition, the following mitigation measures will be put in place during works:

- CNP authority advice, if received, will be complied with.
- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape 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

The proposed works are restricted to the resurfacing and civils works of the A86 trunk road boundary. The works are minor in nature and will move progressively along the scheme extent. Additionally, the scheme does not lie in proximity to, or

have connectivity with, any European sites, or locally/nationally designated sites for biodiversity.

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. However, works are restricted to the A86 boundary and the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A86 and the resurfacing works are of short duration (10 nights on a rolling programme, civils works are likely to be directly after resurfacing however this is to be confirmed). The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

An area of ancient woodland is located adjacent to the eastbound carriageway, however, no tree felling is planned during works.

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. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- No in-water works will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- Artificial lighting will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- Personnel will remain vigilant for the presence of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, works will be restricted to a 7m buffer of any growth where reasonably practicable.
- A 'soft start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area

for mammals prior to works commencing to ensure none are present and that there is a gradual increase in noise.

- Any excavations, exposed pipes/drains, or areas where an animal could become trapped (e.g. storage containers) will be covered over when not in use, at the end of each shift, and following completion of the works to avoid animals falling in and becoming trapped.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.

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

Geology and soils

The scheme lies partly within the Kinlochlaggan Boulder Beds SSSI which is designated for Dalradian (earth sciences). The following relevant operations requiring consent (ORC) are given for this SSSI by [NatureScot](#):

- 21: Construction, removal or destruction of roads, tracks, walls, fences, hardstands, banks, ditches or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground.
- 22: Undertaking or engineering works, including drilling, or the erection of permanent or temporary structures.

Consultation is ongoing with NatureScot to assess whether SSSI consent is required for the proposed works, prior to the start of works. If SSSI consent is determined to be required; this will be obtained from NatureScot prior to works commencing and all conditions followed throughout works, with a copy to be kept on-site.

Excavation is required as part of the resurfacing works; however, this will be restricted to the A86 trunk road boundary. Some highly localised and small scale soil exposure/disturbance will occur along carriageway verges, due to minor excavation to facilitate the replacement of reflective bollards and ditching works. However, this will not result in any change to local soil make-up, and standard working practices will limit any potential pollution to soils. To mitigate any adverse impacts on geology and soils, the following measures will be in place:

- If deemed necessary by NatureScot; SSSI consent will be in place for works and all conditions will be met, with a copy to be kept on site.
- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.

- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All road planings will be managed in accordance with SEPA Position Statement WAS-PS-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements.
- 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 will 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 undertaken where possible, 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.
- The following LRWA 9 conditions will be adhered to for all ditching works where the waste is not being removed from site:
 - Waste will be produced by a dredging activity that is authorised by a General Binding Rule (GBR), Registration, or Permit.
 - Waste will be deposited at the same site where it was produced.
 - Waste will not be left on the banks such that its placement heightens the banks of any river, burn, ditch or loch.
 - Large items, litter, or fly-tipped waste will be removed from the dredged materials and transported to a suitably authorised site by a registered transporter of 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 works have the potential to cause adverse noise and vibration impacts for local receptors through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA, and the proximity of existing road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. The works will employ a mix of nighttime and daytime working, with the noisiest works (e.g. planning) completed by 23:00 where practicable and will move progressively along the A86 carriageway. Due to the short duration of resurfacing works (10 nights, with the civils works likely to follow directly after (to be confirmed)) and localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme.

The road surface is in a poor condition with a series of defects. Replacing the life-expired surface course affords the benefits of a reduction in mid-to-high frequency traffic noise and a reduction in ground vibrations. As a result, upon completion of the

work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- 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.
- Affected local residents and the Environmental Health Officer (EHO) for the Highland Council will be notified of works.
- All site staff will receive the 'Being a Good Neighbour' toolbox talk.
- The noisiest works (e.g. planing) will be programmed to be completed by 23:00 where possible.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- 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 will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times.

No significant congestion issues are noted during the proposed construction hours; however increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts.

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

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Construction lighting will consider the need to avoid illuminating surrounding environment and properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Local access will be granted as required.
- Any changes of schedule will be communicated to travelling public throughout the programme.
- Appropriate provisions / measures will be implemented within the TM to allow the safe passage of NMUs of all abilities through the site (if required).
- Journey planning information will be available for drivers online at the [trafficscotland.org](https://www.trafficscotland.org) website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

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

No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

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

- The scheme will not entail any in-stream works.
- Standard working practices to comply with the Environmental Authorisations (Scotland) Regulations (EASR) 2018 for works in or near water are detailed in the SEMP and will be adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e. road planings, ditching waste) and materials (i.e. new asphalt) to enter any gullies present on site. On completion of resurfacing operations, any gullies present on site will be visually checked to ensure they have not become blocked as a result of the scheme.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowzers will be stored on an impermeable area and will 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 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 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

During the works there is potential for impacts such as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. However, considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- 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 and any waste which cannot be re-used or remain on-site will be disposed at local landfill, to reduce greenhouse gas emissions associated with materials movement.

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

Vulnerability of the project to risks

Small areas of the A86 carriageway within scheme's extents are recorded as being medium to high risk (0.5-10% chance each year) of surface water and small watercourse flooding. Works will be programmed to avoid periods of adverse weather or heavy rainfall as far as is reasonably practicable.

Works are restricted to the made ground of the A86 trunk road boundary and TM will be designed in line with existing guidance. TM will consist of road closure with regular amnesties (control of junctions where required). Where required, alternative NMU provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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.

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 projects 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](#) identified no approved planning applications within 300m of the scheme, in the last 6 months.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are noted as being planned on this area of the A86 trunk road at the same time as this scheme. Due to the timing and nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of its 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. 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 within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or in part in the Cairngorms National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, replacement of reflective bollards and ditching works, with all works restricted to made ground on the A86 trunk road.
- Construction activities are restricted to a total area of 0.51ha along an 872m stretch of the A86.
- The works will be temporary, transient, localised, and completed during a mix of nighttime and daytime hours on a rolling programme.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- 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.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.

Location of the scheme:

- The scheme is located within the A86 trunk road boundary and as such, no land take is required.
- The scheme is located within the Cairngorms National Park and the authority will be notified of the proposed works. Works entail like-for-like resurfacing of the A86 carriageway, bollard replacement and ditching. No change to the visual landscape is expected.
- The scheme is located partially within the Kinlochlaggan Boulder Beds SSSI which is designated for Dalradian (earth sciences). Consultation is ongoing with NatureScot to assess whether SSSI consent is required for the proposed works, prior to the start of works.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- Works are programmed to be of short duration, and a mix of nighttime and daytime works will be completed on a rolling programme.
- Mitigation measures detailed above (and in the SEMP) will be put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

References of supporting documentation

None

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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