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Environmental Impact Assessment Record of Determination

A86 Rubha Na Magach and A86 Rubha Na Magach to Moy Lodge

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on two sections of the A86 trunk road, with a combined length of 2,736m (A86 Rubha Na Magach 696m, A86 Rubha Na Magach 2,040m), and combined area of 1.73ha (A86 Rubha Na Magach 0.43ha, A86 Rubha Na Magach to Moy Lodge 1.3ha). Carriageway resurfacing and structural maintenance will involve the milling out and replacement of 120mm to 300mm of bituminous material. Following the resurfacing works, road markings will be reinstated. Civils works will involve ditching and replacement of all bollards. Ditching works will involve cleaning out any sediment build-up within the ditch by mechanical excavator, with all material removed from the ditching being side casted on site. Works have been identified from surface and structural deterioration and works are proposed to address these issues. 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 works comprise two schemes which are located along the A86 trunk road in proximity to each other. The schemes are currently programmed for delivery within the 2026/2027 financial year, with start dates, durations and working hours as follows:

- A86 Rubha Na Magach: resurfacing works start date 16/06/2026, over 6 days, from 07:00-19:00. Civils works are likely to directly follow resurfacing however the start date and duration to be confirmed, from 07:00-19:00.
- A86 Rubha Na Magach to Moy Lodge: resurfacing works start date 08/07/2026, over 15 days, from 06:00-20:00. Civils works are likely to directly follow resurfacing however the start date and duration to be confirmed, from 06:00-20:00.

Changes in the programmes may result in a change to the proposed working hours/commencement dates.

No site compounds will be required for the schemes; site access and plant storage will be located within TM. The TM strategy will be in line with recommendations and guidance in the Traffic Signs Manual Chapter 8 (Traffic Signs Manual Chapter 8). Access to junctions and private roads will be maintained. If the programme changes, this may result in amendment to the exact TM requirements. TM for both schemes will involve single lane closure with convoy and two-way temporary traffic lights, with the control of junctions, where required.

Local access will be accommodated within the TM as much as is reasonably practicable.

Location

The schemes are located on rural stretches of the A86 carriageway within the Highland Council local authority area (Figure 1). National Grid references (NGRs) are as follows:

- A86 Rubha Na Magach (green markers): NN 46175 85044 to NN 46739 85437
- A86 Rubha Na Magach to Moy Lodge (red markers): NN 45534 84908 to NN 44025 83546

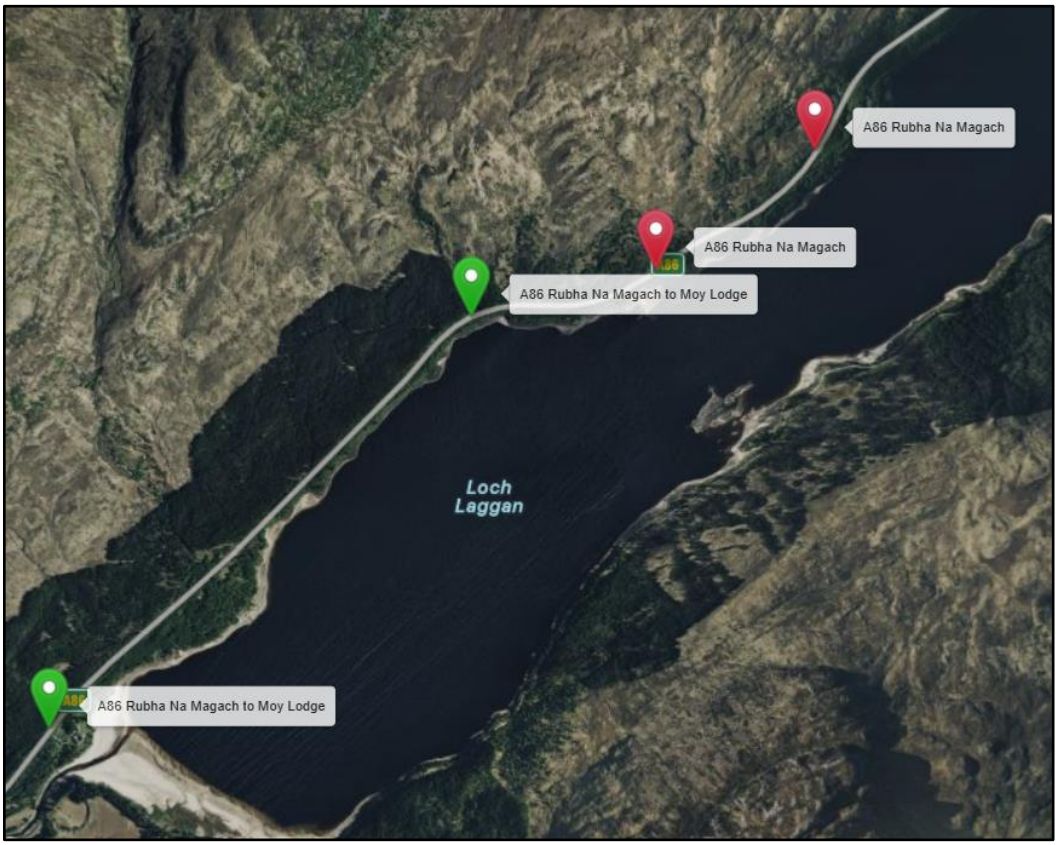

Figure 1. Location of schemes

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 schemes.

There are no air quality monitoring sites located within 10m of the schemes (Scottish Air Quality).

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

Baseline air quality for these schemes 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 schemes (PastMap):

- A86 Rubha Na Magach: Two features of lesser cultural significance (i.e. Historic Environment Record (HER) and National Record of the Historic Environment (NHRE) sites); the closest of which is NRHE/HER 'Loch Laggan Longboats' (ref. 24009), which lies approximately 130m south of the scheme extents, within Loch Laggan.
- A86 Rubha Na Magach to Moy Lodge: Two features of lesser cultural significance; the closest of which is NRHE/HER 'Moy Lodge Country House' (ref. 82037), which lies approximately 88m east of the scheme extents.

There are no Scheduled Monuments, Conservation Areas, Battlefields, World Heritage Sites, Garden and Designed Landscapes, or Listed Buildings within 300m of the schemes (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 schemes do not fall within a National Park (NP) or a National Scenic Area (NSA) or any other site designated for its landscape character and visual effects (SiteLink).

The schemes are located on rural stretches of the A86, along the northern banks of Loch Laggan. The surrounding land is dominated by arable land; mixed woodland including forestry plantations; and freshwater habitat, with Loch Laggan providing a dominant landscape feature. The A86 trunk road is also a dominant landscape feature.

The schemes lie within the Landscape Character Type (LCT) 'Broad Loch and Glen' (LCT 235), which 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.

Land use within 300m of the schemes is classified as freshwater area (Loch Laggan), plantation, and rough grazing (HLA Map).

The land surrounding the trunk road is classified as 6.3 ('Land capable of use as rough grazings with low quality 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 schemes lie within 2km of the Creag Meagaidh Special Area of Conservation (SAC) (NatureScot Site Code 8235):

- A86 Rubha Na Magach lies 1.2km south of the SAC at its closest point.
- A86 Rubha Na Magach to Moy Lodge lies 650m south of the SAC at its closest point.

There is no ecological connectivity between the schemes and the qualifying features of the Creag Meagaidh SAC due to the distance, elevation and immobile nature of the designated features. Therefore, no further assessment was required in relation to this site.

The schemes also lie within 2km of the Creag Meagaidh Special Protection Area (SPA) (NatureScot Site Code 8487):

- A86 Rubha Na Magach lies 1.6km southeast of the SPA at its closest point.
- A86 Rubha Na Magach to Moy Lodge lies 1.5km south of the SPA at its closest point.

Due to the ecological connectivity between the schemes and the Creag Meagaidh SPA, a Habitats Regulations Appraisal (HRA) has been undertaken. Refer to the relevant assessment section below for details.

The schemes lie within 300m of the Creag Meagaidh Site of Special Scientific Interest (SSSI) (NatureScot Site Code: 457):

- A86 Rubha Na Magach lies wholly within the SSSI.
- A86 Rubha Na Magach to Moy Lodge lies 35m east of the SSSI.

The schemes lie within 300m of the Creag Meagaidh National Nature Reserve (NNR) (NatureScot Site Code: 5021):

- A86 Rubha Na Magach lies wholly within the NNR.
- A86 Rubha Na Magach to Moy Lodge lies 35m east of the SSSI.

No other European sites (i.e. SPA, SAC, Ramsar sites) are located within 2km of the schemes. No other locally or national designated sites for biodiversity features are located within 300m of the schemes (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 holds the following records of injurious weeds (as listed in the Network Management Contract (NMC)) under the same criteria:

- Common ragwort (*Jacobaea vulgaris*)

Transport Scotland's Asset Management Performance System (AMPS) holds no record of any invasive or injurious plants within 300m of the schemes.

Habitat surrounding the A86 carriageway is dominated by woodland consisting of coniferous plantation, and mixed woodland (with broad-leaved tree species and native pine species). Freshwater habitat provided by Loch Laggan lies 35m south of the A86 carriageway at its closest point.

There are areas of woodland listed on the Ancient Woodland Inventory within 300m of the schemes:

- A86 Rubha Na Magach: two areas are located within 300m of the scheme; the closest of which encompasses the northern section of scheme extent and is listed as ancient (of semi-natural origin).
- A86 Rubha Na Magach to Moy Lodge: three areas are located within 300m of the scheme; the closest of which encompasses the northern end of the scheme and is listed as ancient (of semi-natural origin).

There are no Tree Preservation Orders (TPOs) present within 300m of the schemes (Highland Tree Preservation Orders).

Geology and soils

The Rubha Na Magach, Laggan Geological Conservation Review Site (GCRS) is located adjacent to the westbound carriageway of the A86 (SiteLink), this GCRS does not have a related geological SSSI.

There are no other GCRSs or SSSIs designated for geological features within 300m of the schemes (SiteLink).

Component soils throughout the schemes comprise of (Scotland's Soils):

- Peaty gleys with dystrophic semi-confined peat
- Humus-iron podzols with mineral alluvial soils with peaty alluvial soils

Soils in the area around the schemes are comprised of the following Carbon and Peatland Map 2016 soil classes:

- A86 Rubha Na Magach: 'Class 5'. Soils are carbon-rich and deep peat with no peatland habitat recorded.
- A86 Rubha Na Magach to Moy Lodge: 'Class 0'. Soils are composed of mineral soils and peat is not typically found on such soils.

Bedrock geology within the schemes consists of Loch Laggan psammite formation – micaceous psammite (BGS Geology Viewer).

Superficial deposits within the schemes consist of (BGS Geology Viewer):

- Hummocky (moundy) glacial deposits – diamicton, gravel, sand and silt
- Till Devensian – diamicton
- Alluvial fan deposits – gravel, sand, silt and clay

Material assets and waste

The resurfacing works are required to replace worn surface and 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 removed planings from the surface course, which will be treated in line with the Scottish Environmental Protection Agency's (SEPA) Low Risk Waste Activity (LRWA) 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates. 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.

Coal tar has not been identified on site and there no site compound is required for these works. Storage of plant and equipment will be within TM on the A86 carriageway.

As the A86 Rubha Na Magach to Moy Lodge scheme value is greater than £350,000 (approximately £825,676); a Site Waste Management Plan (SWMP) is required to be in place for works. There is no requirement for a SWMP for the other scheme.

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 schemes range between 58-64dB (Scotland's Noise).

The schemes do 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 schemes, 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 properties located within 300m of the schemes which are accessed via the A86:

- A86 Rubha Na Magach: 'Rubha Na Magach' which is a holiday home located at the southern extent of the scheme, 13m from the A86 carriageway and afforded some screening from the A86 through a woodland belt.
- A86 Rubha Na Magach to Moy Lodge: 'Moy Lodge' which is located at the western end of the scheme, approximately 25m east of the A86 and screened by woodland.

There is one layby along the A86 within the schemes' 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, 17.3km to 18.6km northeast from the schemes, 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 daytime lane closure with convoy and two-way temporary traffic lights. 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 schemes. 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).

'Loch Laggan' (ID 100198), lies adjacent to the A86 carriageway for the full extent of the schemes at a distance of approximately 80m (A86 Rubha Na Magach) and 35m south (A86 Rubha Na Magach to Moy Lodge) at its closest points. The water body was awarded an overall status of 'good ecological potential' in 2024 by SEPA under the WFD (Water Classification Hub).

'River Spean – Loch Moy to Loch Laggan' is a river in the River Lochy catchment of the Scotland river basin district and is located 155m south of A86 Rubha Na Magach to Moy Lodge scheme at is closest point. It was awarded an overall status of 'moderate ecological potential' in 2024 by SEPA under the WFD (Water Classification Hub).

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

SEPA Flood Map has highlighted a medium risk of surface water and small watercourses flooding (i.e. a 0.5% 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 temporary short-term impact on the landscape character and visual amenity of the sites as a result of the presence of construction plant, vehicles, and TM. However, works will be restricted to the A86 carriageway boundary and limited to the like-for-like replacement of the carriageway surface and reflective bollards. Resurfacing works will be carried out during day-time hours, over a duration between 6-15 days in total, with the civils works likely to be directly after resurfacing (to be confirmed).

Land use will not change 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.

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

- Throughout all stages of the works, the sites 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 sites 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 schemes are located approximately 650m to 1.2km south of the Creag Meagaidh SAC which is designated for habitat features. Due to the distance, elevation and immobile nature of the features, there is no ecological connectivity between the SAC and proposed works, and no further assessment was undertaken.

The schemes are located approximately 1.5km and 1.6km south/southeast of the Creag Meagaidh SPA. Due to the potential for ecological connectivity between the proposed works and the qualifying feature of the site, an HRA was completed and concluded that no likely significant effects (LSE) would occur on the qualifying feature of the SPA due to following factors:

- No works will take place within the boundary of the SPA. All works are restricted to made ground within the footprint of the A86 trunk road, with only like-for-like replacement of road surface, bollards and ditching being undertaken, which will not involve any change of the natural landscape, or its processes.
- The works do not involve any in-stream works or any discharges to the natural water environment, and therefore there will be no change to water quality of impact on qualifying features.
- Disturbance levels due to the works are unlikely to be significantly higher than disturbance due to normal traffic on the A86 (which local wildlife is likely habituated to) and works are screened by topographical elevation and woodland.

As such, no further assessment or consultation with NatureScot was required.

The A86 Rubha Na Magach scheme lies wholly within the Creag Meagaidh SSSI. The following relevant operations requiring consent (ORCs) are given for this SSSI by NatureScot:

- 13a: Drainage (including moor-gripping, the use of mole, tile, tunnel or other artificial drains).
- 13b: Modification of the structure of water courses (e.g. rivers, streams, springs, ditches, drains), including their banks and beds, as by re-alignment, regrading and dredging.
- 21: Construction, removal or destruction of roads, tracks, walls, fences

Consultation has been undertaken with NatureScot 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.

Although the A86 Rubha Na Magach scheme lies wholly within the Creag Meagaidh NNR, all works will be restricted to the A86 trunk road boundary and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, with only minor excavation being required to replace reflective bollards in verges and for ditching works. Due to these considerations, the works are not expected to result in significant impacts on the NNR.

The scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement to import topsoil. As such, there is limited potential to spread or invasive non-native species (INNS) of plants, invasive native perennials, or injurious flowering plant species, should these be present in adjacent verges.

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 (6 to 15 days, to be confirmed) 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.

Areas of ancient woodland are located within 300m of the schemes and overlap some sections of the schemes, 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:

- 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.
- 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

Excavation is required as part of the resurfacing works; however, this will be restricted to the A86 trunk road boundary. Some localised 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:

- 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 plainings will treated in line with LRWA 3 and be recycled in line with SEPA's WAS-G-DEF-05 Guidance for End-of-Waste for Recycled Aggregates.
- 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 daytime working pattern and will move progressively along the combined 2,736m stretch of A86 carriageway. Due to the short duration of resurfacing works (6 to 15 days, 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.
- 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 (e.g. change from daytime works to nighttime works) 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 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 bowsers 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 facilities, 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 schemes' extents are recorded as being medium risk (0.5% 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 daytime lane closure with convoy and two-way temporary traffic lights (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 schemes, 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 these schemes. 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.

An HRA was completed and concluded that no LSE would occur on the qualifying features of the Creag Meagaidh SPA due to the distance between the works and the SPA, limited connectivity, lack of in-water works, and short duration of works. As such, no further assessment or consultation with NatureScot was required.

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

A86 Rubha Na Magach

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) do not exceed 1 hectare in area, however, is situated in whole or in part in Creag Meagaidh SSSI which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

A86 Rubha Na Magach to Moy Lodge

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) exceed 1 hectare in area.

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

Characteristics of the schemes:

- 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 combined area of 1.73ha along a combined 2,736m stretch of the A86.
- The works will be temporary, transient, localised, and completed during 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 schemes:

- The schemes will be located within the existing A86 trunk road boundary and as such, no land take will be required.
- The schemes are located approximately 650m to 1.2km south of Creag Meagaidh SAC which is designated for habitat features. Due to the distance, elevation and immobile nature of the features, there is no potential for ecological connectivity between the SAC and the works, and no further assessment was undertaken.
- The schemes are located approximately 1.5km to 1.6km south/southeast of Creag Meagaidh SPA. The HRA concluded no LSE would occur on this feature as a result of proposed works and no further assessment or consultation with NatureScot was required.

- The A86 Rubha Na Magach scheme lies wholly within the Creag Meagaidh SSSI which is designated for breeding bird assemblage and habitat features. Consultation is ongoing with NatureScot to assess whether SSSI consent is required for the proposed works, prior to the start of works.
- The A86 Rubha Na Magach scheme lies wholly within the Creag Meagaidh NNR; however, works will not have a significant impact on the NNR.
- The scheme is not located within a NP/NSA, or any other sensitive sites (such as any sites designated for biodiversity conservation). Works entail like-for-like resurfacing, bollard replacement and ditching; no change to the visual landscape is expected.

Characteristics of potential impacts of the schemes:

- 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 daytime resurfacing 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

F565 Habitats Regulations Appraisal (HRA) Proforma – A86 Moy Lodge to Luiblea, A86 Rubha Na Magach to Moy Lodge, A86 Rubha Na Magach (April 2026)

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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