TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

A86 Meall Doire

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out surface replacement and structural maintenance on the A86 trunk road located east of Roybridge (Grid reference map). The works will involve the milling out and replacement of up to 300mm of bituminous material. Following resurfacing, road markings will be reinstated to their existing layout. The scheme extends for approximately 1,167m, covering a total area of 0.723ha.

The works are currently programmed to be completed within the 2025/2026 financial year over 10 nights by utilising nighttime working hours (19:00-07:00). If the programme changes, there might be requirement for daytime working.

It is expected that traffic management (TM) will consist of lane closures with two-way temporary traffic lights, however the exact TM setup is still to be confirmed. The scheme is located on a trunk road stretch with no pedestrian facilities present, however non-motorised users (NMUs) will continue to be accommodated within the TM. Pedestrian passage will be granted either via a diversion route or suitable provisions within TM.

Location

This scheme is located on the A86 trunk road, approximately 0.85km east of Roybridge within the Highland Council area (National Grid Reference: NN 29000 80632 - NN 27868 80918) (see Figure 1).

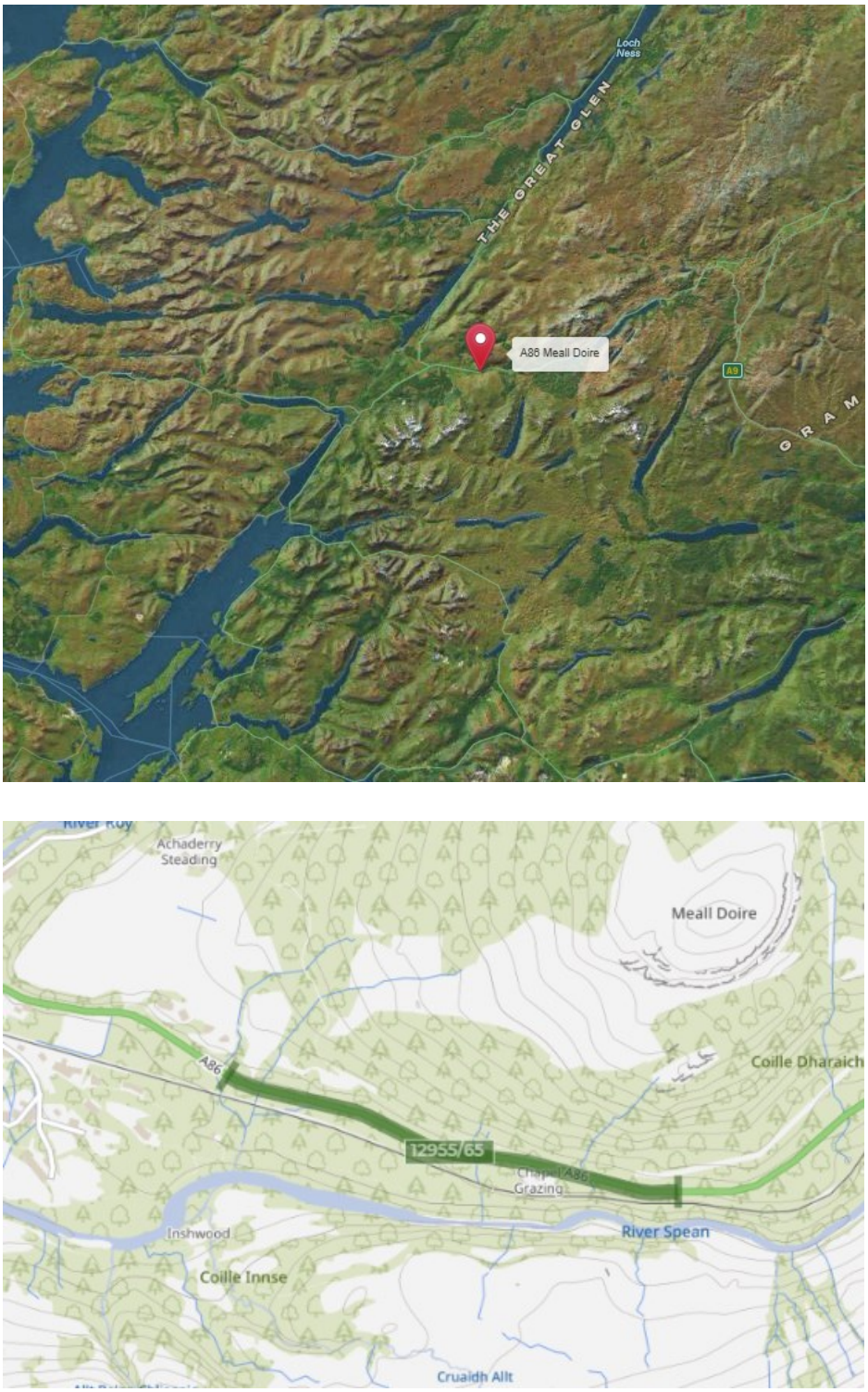

Figure 1. Scheme location. Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

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 10km of the scheme (Scottish Air Quality).

There are no sites registered 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 nearby land management activities and from passing trains on the West Highland railway line.

Cultural heritage

According to PastMap, there are minor cultural heritage features recorded within 300m of the scheme extents. The closest feature listed on the National Records of Historic Environment (NRHE) and Historic Environment Record (HER) database is listed below:

- 2 records of NRHE and HER, the closest of which is 'Coille Dharaich', enclosure (HER Reference 117242), located 22m north of the scheme extent.

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

The works are confined to the carriageway surface with no verge works required. Furthermore, construction of the A86 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 not situated within a National Park (NP) or National Scenic Area (NSA).

The scheme is located on a rural stretch of the A86, east of the town of Roybridge. Land use within 300m of the scheme extent is classified as managed woodland,

rectilinear fields and farms and plantation, with the A86 trunk road a dominant landscape feature (HLA Map).

The Landscape Character Types for this scheme is listed as 'Rugged Massif – Lochaber' (LCT 238) and 'Broad Forested Strath' (LCT 235) which has the following key characteristics:

Rugged Massif – Lochaber Landscape Character Type has the following key characteristics:

- Rugged character, a crinkled skyline and a landform accentuated by rocky outcrops and glacial debris.
- Large rocky masses drawing the eye upwards to ice-scoured rounded summits.
- Often a transitional landscape with indistinct boundaries with other Landscape Character Types.
- Often in remote, unsettled and inaccessible locations which, combined with the rugged relief, accentuates the wild character of these areas.
- Thin soils supporting sparse cover of grasses and heather on higher, drier slopes.
- Birch scrub and some oak woodland on lower slopes and within burn gullies and hanging valleys.
- Extensive sheep and deer grazing with stalking and hill walking as popular activities.
- Forestry occurring over small areas on flatter, lower slopes.

Broad Forested Strath Landscape Character Type has the following key characteristics:

- Broad, low-lying straths with rolling relief and sculptural glacial landforms.
- Simple, large scale mosaic of forested ridges, rolling pastures and heather moorland, but dominated by swathes of forestry.
- A comparatively densely settled landscape with villages, houses and sporadic commercial development.
- Quarries hidden amongst the woodland cover.
- Strong communication and service corridors.
- Long distance views from surrounding hills over the glens, which are framed by steep glen sides.
- Lochs, rivers or canals on glen floor have often been engineered or substantially altered by man.

The A86 Trunk Road connects Spean Bridge and Kingussie. It commences at the A86 / A82 junction within Spean Bridge leading generally north-eastwards for a

distance of 65 kilometres to its junction with the A9. The A86 is a single carriageway along its length.

Biodiversity

The scheme does not lie within 2km or have ecological connectivity to any European site designated for biodiversity features e.g., Special Areas of Conservation (SAC), Special Protected Areas (SPA), or Ramsar sites.

The works lie within the Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI) which is designated for earth science and therefore discussed in the 'Geology and soils' section below.

There are no Local Nature Conservation Sites (LNCS), or Local Nature Reserves (LNRs) designated for biodiversity features within 300m or with ecological connectivity to the scheme.

Numerous bird species were recorded on the National Biodiversity Network (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 also holds records of injurious plant species (as listed in the Network Management Contract (NMC)). These include broad-leaved dock (*Rumex obtusifolius*), common ragwort (*Jacobaea vulgaris*), creeping thistle (*Cirsium arvense*) and curled dock (*Rumex crispus*).

Transport Scotland's Asset Management Performance System (AMPS) holds no records of invasive or injurious weed species within 300m of the scheme extents.

Habitats surrounding the A86 carriageway are dominated by broadleaved woodland and plantation woodlands of coniferous tree species.

Several areas of woodland listed on the Ancient Woodland Inventory (AWI) are located within 300m of the scheme. The closest being an area of 9.21ha of ancient (of semi-natural origin) woodland, approximately 20m south of the scheme extent at its closest point.

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

Geology and soils

The works lie within Parallel Roads of Lochaber SSSI (NatureScot). The SSSI is notified for fluvial geomorphology of Scotland and quaternary of Scotland.

The SSSI is noted for its landforms created by glacial retreat 12,900 and 11,500 years ago. This site provides the clearest and most complete assemblage of landforms and sediments providing evidence in Britain for the formation and drainage of ice-dammed lakes. The features were recognised internationally by the 19th century and have subsequently been crucial to the development of geomorphological concepts and the understanding of landscape evolution (Site Link).

The SSSI at the scheme extents is overlapped by Glen Roy and the Parallel Roads of Lochaber Geological Conservation Review Site (GCRS) (SiteLink). There is no information available on Sitelink regarding the geological features of the GCRS, but it is assumed that these will be the same or similar to those for the SSSI. Consultation with NatureScot was carried out in July 2025 to assess potential impacts of the proposed works on the Parallel Roads of Lochaber SSSI and Glen Roy and the Parallel Roads of Lochaber GCRS and confirmed that the proposal is not likely to damage the protected natural features of the SSSI or GCRS and therefore does not require consent.

Bedrock within the scheme extent is comprised of Level Schist Formation (pelite and calcsilicate-rock) which is a metamorphic bedrock (BGS Geology Viewer).

Superficial deposits within the scheme extents are comprised of glaciolacustrine deposits – clay, silt and sand (BGS Geology Viewer).

Soils within the scheme are recorded as humus-iron podzols with mineral alluvial soils with peaty alluvial soils, and peaty gleyed podzols with peaty gleys with dystrophic semi-confined peat (Scotland's Soils).

Soils within the scheme extent are recorded as being of Carbon and Peat ‘Class 0’, which is associated with mineral soil where peatland habitats are not typically found, and ‘Class 5’ no peatland habitat recorded (may also include area of bare soils). Soils are carbon-rich and deep peat (Carbon and Peatland Map).

Material assets and waste

The 1,167m scheme involves removal of the surface course and localised areas of binder course. Materials used will consist of:

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

A Site Waste Management Plan (SWMP) is required for the works.

Bituminous material (European Waste Catalogue Code: 17 03 02) will be removed from site, none of which is classified as hazardous material containing coal tar. Removed planings from the surface course, will be recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

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

Noise and vibration

Approximately three properties are located within 300m of the scheme, comprising residential, commercial and crofting buildings. The closest property lies 20m south of the scheme and is screened by a 20m wide vegetation belt.

Works are not located within a Candidate Noise Management Area (CNMA) or Candidate Quiet Area (CQA) (Transport Scotland).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise levels (Lden) between 65 and 68dB on the A86 at the scheme extents (SpatialData).

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 A85; with secondary sources derived from the nearby railway line and land management activities.

Population and human health

There are approximately three properties within 300m of the scheme extents, comprising residential, commercial and crofting buildings. The closest property lies 20m south of the A86 carriageway with roadside verge screening provided. Access to this property is on the westbound carriageway within the scheme extent. Another

access point leading to a property is located at the western end of the scheme extent. There are no laybys, 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)) within 300m of the scheme.

The walking routes 'Achaderry and River Spean circuit' listed on WalkHighlands and the 'Achaderry to Bunroy' Core Path (LO21.02) listed on Core Paths in Highland Council are located within the scheme extents.

Transport Scotland's manual data counter (site number 40848) located along the A86 carriageway, 13.3km east from the scheme, recorded an annual daily total (ADT) of 1,626 motor vehicles in 2024, of which 5% were heavy goods vehicles (HGVs) (Transport Scotland).

It is expected that TM will consist of lane closures with two-way temporary traffic lights, however the exact TM setup is still to be confirmed.

Road drainage and the water environment

The scheme falls within the Kinlochleven groundwater body (ID: 150684), which has been classified by SEPA in 2023 as having 'Good' overall condition.

The River Spean – Lochy to Laggan Dam (ID: 20346) is a river in the River Lochy catchment. It was awarded an overall status of 'Good ecological potential' by SEPA in 2023 and is approximately 70m south of the scheme at its closest point.

The SEPA indicative surface water online flood mapping tool records that the several small areas on the A86 carriageway within the scheme extents are exposed to surface water flooding. These areas are noted to have a low to high likelihood of flooding (e.g. each year these areas have a 0.1% to 10% likelihood of flooding).

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

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

Landscape and visual effects

The works do not lie within a NP or NSA; however 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, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A86, and construction works are programmed to be undertaken at night (10 nights) on a rolling programme. As such, the visual impact of the works will be somewhat reduced.

Considering the nature of the scheme, and with implementation of mitigation detailed below, impacts on landscape are assessed as temporary negligible adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

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

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or 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

Injurious plant species were recorded within 2km of the scheme extents during the desktop study. The works will be confined to the trunk road surface and direct road verges which are subject to cyclic landscape management activities and as such potential for undiscovered INNS/injurious plant species within the borders of the working area is negligible.

Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, works are restricted to the A86 carriageway 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 scheme is of short duration (up to 10 nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Works will be strictly limited to areas required for access and 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 shall remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- Artificial lighting will also 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 works are located within the Parallel Roads of Lochaber SSSI and Glen Roy and the Parallel Roads of Lochaber GCRS. Consultation with NatureScot was carried out in July 2025 to assess potential impacts of the proposed works on the SSSI and the GCRS. NatureScot confirmed that the proposal is not likely to damage the protected natural features of the SSSI or GCRS and therefore does not require consent. In addition to best practice measures, site specific working methods and access restrictions will be followed as outlined in the mitigation section for biodiversity below. Further details will be included in the SEMP.

Works will be restricted to the A86 carriageway with no excavation required, and as such are not anticipated to result in change to or have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- 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 shall be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier must have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork shall be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for

waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).

- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA, and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Works will also be completed over 10 nights on a rolling programme, with the aim being to complete the noisiest works by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

The road surface is in a poor condition, with a series of defects. Replacing the life-expired surface course with TS2010 road surfacing 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:

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- The Environmental Health Officers (EHO) from Highland Council will be notified of works.
- Local residents will be pre-notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a

minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.

- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Operatives will be briefed using the 'Being a Good Neighbour' toolbox talk prior to commencement of the works.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers, and NMUs.

TM will be in place for 10 nights (when traffic flows will be at a minimum), and no congestion issues are noted during the proposed construction hours. In the event of local access restrictions to residential properties, access will be granted as requested.

Considering the nature, duration, size and scale of the scheme, and with implementation of the mitigation described below, impacts on population and human health are assessed as temporary minor adverse in magnitude.

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

- The works schedule and any changes to this will be communicated to local residents prior to and throughout the programme.

- Appropriate provisions / measures shall be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR's social media platforms.

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

Road drainage and the water environment

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 scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must be in place to prevent any loss of construction materials into the water environment.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be

informed of any such incident as soon as possible using the SEPA Pollution Hotline.

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

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

Climate

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 to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

There will be no change to the likelihood of flooding on the A86 within the scheme extents upon completion of the works. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Works are restricted to areas of made ground on the A86 carriageway surface, with access to the scheme gained via the A86. It is expected that TM will consist of lane closures with two-way temporary traffic lights, however the exact TM setup is still to be confirmed. NMU passage through/around the works area will be facilitated during the works.

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

Assessment cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Highland Council Planning Portal (Highland Council Planning Portal) identified one planning application within 300m of the scheme, however this has not yet been approved.

A search of the Scottish Roads Works Commissioner website (Scottish Road Works) has identified that no other roadworks are currently ongoing, or noted as being planned, on the trunk road at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the

potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network.

Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

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) and is situated in whole within the Parallel Roads of Lochaber SSSI which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Construction activities are confined to a 1,167m stretch of the A86 carriageway covering a total area of 0.723ha.
- The works will be completed over up to 10 nights during night-time hours.
- The works will be transient and temporary and are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- The risk of major accidents or disasters is considered to be low.

- Measures will be in place to ensure appropriate removal and disposal of waste.

Location of the scheme:

- The scheme is located within the existing A86 road boundary (carriageway) and as such, no land take will be required.
- The scheme is located within the Parallel Roads of Lochaber SSSI, which is also overlapped by Glen Roy and the Parallel Roads of Lochaber GCRS. No change to local geology is expected.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The scheme lies within a rural area with only one sensitive receptor present (residential property).
- No site compound is required.

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.
- Works are programmed to only take up to 10 nights to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- Residual impacts are considered to beneficial for the travelling public which may use this stretch of carriageway. In addition, improved road surface will reduce the noise levels from travelling public and in turn will reduce disruption to the receptor located in proximity to the scheme.
- The SEMP will include plans to address environmental incidents.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- No in-combination effects have been identified.

Annex A

"sensitive area" means any of the following:

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

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, August 2025

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot