transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A86 Inverroy – Drainage Improvements

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out drainage improvement works along the A86 carriageway within the Highlands.

The works will involve removal of approximately 320m of narrow carriageway edge filter drain and replacement with precast concrete kerbs, gullies and carrier pipe. Works will also include siding out of approximately 1,615m of footway on both the eastbound and westbound carriageway. The total scheme has an approximate area of 0.32ha.

A mini excavator will be used to dig out filter material at carriageway edge and excavate to allow for gully pots to be installed. Some vegetation cut-back/clearance will likely be required. Material sampling is to be carried out on filter material to be removed from site (approximately 160m^3). Waste classification will be carried out and waste material disposed of accordingly.

The works are in required due to vehicular overrun at the location of filter drain which is also contributing to stone scatter over the footway. Siding out will recover the full effective width of the footway within the scheme extents.

The works are currently programmed to be completed within the 2024/2025 financial year, ideally commencing in Winter 2024. Works are programmed to be completed over two weeks, by utilising a daytime working pattern (07:00 – 19:00). Traffic Management (TM) will include temporary traffic lights with lane closure. Pedestrian footway users will be provided with safe passage through/alongside the works. A Mobile welfare unit (16-24ft) will be placed on site/adjacent to site, likely within TM.

Location

The scheme is located at Inverroy, east of Spean Bridge, within the Highland Council (Figure 1). The scheme has the following National Grid References (NGR):

- Start: NN 26900 81335
- End: NN 25333 81374

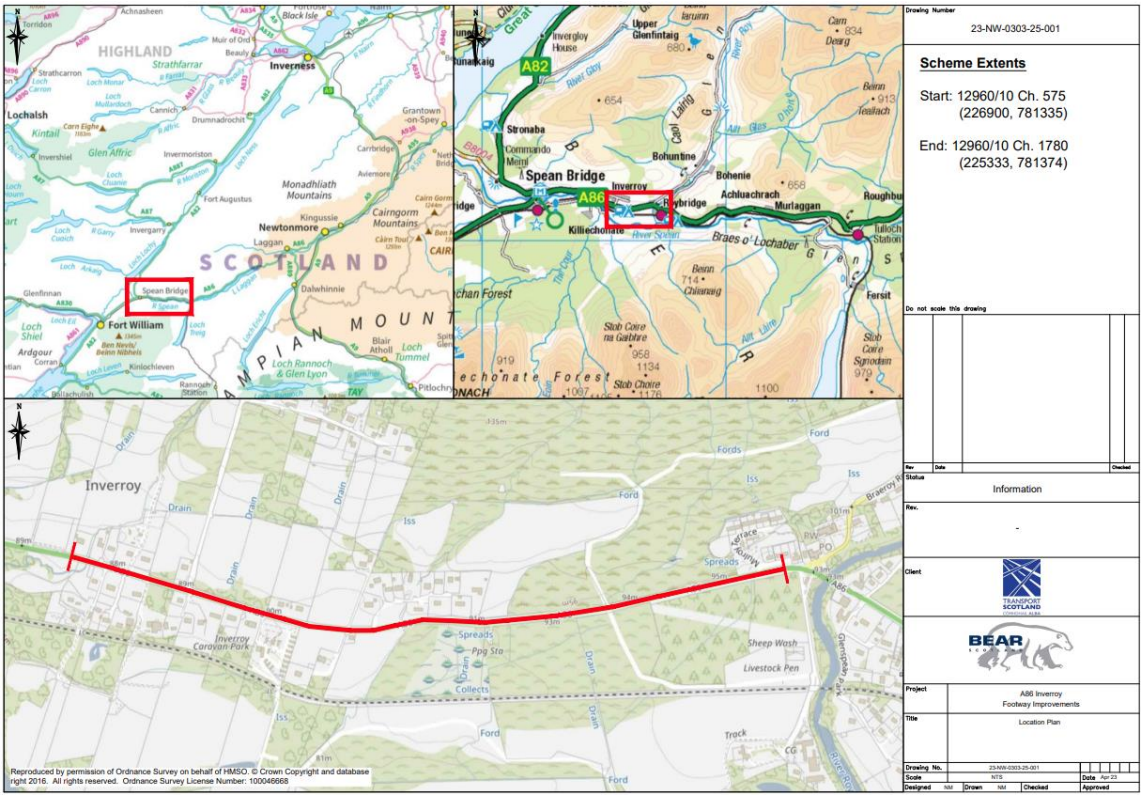

Figure 1. Location of the scheme extent.

Description of local environment

Air quality

The scheme is not located within an Air Quality Management Area (AQMA) declared by the Highland council (Air Quality Scotland).

The nearest Air Quality Monitoring Station (AQMS) is located in Fort William, 15km southwest of the scheme, however no recent data is available for this site (Air Quality in Scotland). No other AQMS are located within 50km of the scheme.

A manual traffic count point (number 40848) for the A86 carriageway is located 13km east of the scheme and records an annual average daily flow (AADF) of 1,607 in 2022 with approximately 5% being heavy good vehicles (Department for Transport).

Baseline air quality is likely to be primarily influenced by traffic along the A86 carriageway. Secondary sources are likely derived from agricultural activities associated with nearby pastoral land, and also from rail traffic on the Highland Main Line, located 150m south of the scheme.

Cultural heritage

A desktop study using Historic Environment Scotland's PastMap has identified the following cultural heritage features within 300m of the works:

- The 'Battle of Mulroy' Battlefield site boundary (BTL26), which the scheme lies partially within.
- Approximately five records on the Historic Environment Record (HER) and Canmore databases. The closest of these pertains to the 'Maol Ruadh' Battle Site, which encompasses the majority of the scheme.

There are no Listed Buildings, Scheduled Monuments, Garden & Designed Landscapes, Conservation Areas, or World Heritage Sites within 300m of the scheme (PastMap).

Landscape and visual effects

The scheme is not located within any area designated for its landscape character or quality, such as a National Park or National Scenic Area.

The scheme lies between the small settlements of Roybridge and Inverroy, with land cover surrounding the scheme dominated by fields of pastoral land.

The Landscape Character Type (LCT) within the scheme extent is categorised as 'Broad Forested Strath' (no. 235) (Scottish Landscape Character Types), which is characterised by:

- 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 is not located within 2km of, nor does it share connectivity with, any European designated sites (such as Special Areas of Conservation, RAMSARs, or Special Protection Areas) (SiteLink).

The scheme lies partially within the Parallel Roads of Lochaber Site of Special Scientific Interest (SSSI) (SiteLink, ID 1272). Refer to the Geology and Soils section below for details.

Numerous bird species are recorded on NBN within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

The NBN atlas holds no records of invasive or injurious plants using the same search criteria. Similarly, Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS within 300m of the scheme.

Habitat surrounding the scheme includes residential gardens, hedgerows, wooded corridors, open agricultural land, woodland and commercial forestry, and freshwater watercourses.

There are no Tree Preservation Orders (TPOs) or areas of woodland listed on the Ancient Woodland Inventory Scotland within 300m of the scheme (Ancient Woodland Inventory, Highland Council).

Geology and soils

The scheme is partially located within the Parallel Roads of Lochaber SSSI (SiteLink), which is designated for the following earth science features:

- Fluvial Geomorphology of Scotland
- Quaternary of Scotland

This SSSI has an associated Geological Conservation Review Site, which the scheme is also partially located within.

Superficial deposits within the scheme are comprised of Glaciolacustrine Deposits and Glaciofluvial Sheet Deposits (gravel, sand and silt), which are both sedimentary superficial deposit types (BGS Geology Viewer).

Bedrock within the scheme extent is comprised of Leven Schist Formation (pelite and calcsilicate-rock) and Ballachulish Limestone Formation (pelite, calcareous), which are metamorphic bedrock types (BGS Geology Viewer).

The local soil type is recorded as a combination of humus-iron podzols and peaty gleyed podzols (Scotland's Environment Map).

Soils within the scheme extent are recorded as being 'Class 4' and 'Class 0', as displayed on Scotland's Peat Map. Class 4 is considered to be an area unlikely to be associated with peatland habitats or wet and acidic type, and Class 0 is considered to be mineral soil, and peatland habitats are not typically found on such soils

Material assets and waste

The works will include drainage clearance/improvement works and siding out adjacent footways, with potential requirement for vegetation clearance/cut-back.

The works will require the following materials:

- Precast concrete kerbs.
- Ductile iron gully cover and frames.
- High-density polyethylene (HDPE) drainage pipes.

Wastes are anticipated to be filter drain material, excavated soils, and cut-back vegetation where required. Material sampling will be carried out on filter material to be removed from site (approximately 160m^3). Waste classification will be carried out and waste material disposed of accordingly. Material from siding-out will be side cast along the road verges within the scheme extents under SEPA Paragraph 25 exemption.

The value of the scheme does not exceed £350,000 therefore, a Site Waste Management Plan (SWMP) is not required.

Noise and vibration

For sensitive receptors, refer to the 'Population and Human Health' section below.

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

Noise data from the Environmental Noise Directive Round 4 Noise Mapping indicates noise ranges between 50 and 70dB for LDEN ('Day Evening Night Sound Level') on the A86 at the scheme location (SEPA).

Baseline noise levels at the scheme extents are likely to be primarily influenced by traffic along the A86. Secondary sources are derived from agricultural activities associated with nearby pastoral land. The Highland Main Line route lies 150m south of the scheme and therefore will likely also have an impact on local noise levels.

Population and human health

Approximately 40 residential properties lie within 300m of the scheme. The nearest of these is located less than 10m from the scheme, with unobstructed sightlines of the A86 carriageway.

Several access roads deviate from the A86 carriageway within the scheme extent, which lead to residential properties and farmland.

A paved footway travels adjacent to the A86 carriageway for the full scheme extent, crossing from the eastbound to the westbound carriageway. One Core Path travels the full scheme extent, via the eastbound footway (The Highland Council). There are no walking routes listed on WalkHighlands nor any National Cycle Network (NCN) Routes within the scheme extent (OSMaps).

TM will involve temporary traffic lights with lane closure on the A86. Pedestrian movement through the works will be facilitated as required.

Manual traffic count point 40848 for the A86 carriageway is located 13km east of the scheme and records an annual average daily flow of 1,607 in 2022 with approximately 5% being heavy good vehicles (Department for Transport).

Road drainage and the water environment

The River Spean (ID: 20346) is located 300m southwest of the scheme at its closest point. River Spean is a classified waterbody by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) (SEPA Water Classification Hub) and was last classified by SEPA in 2022 as being in 'Good' condition.

River Roy (ID: 20351) flows below the A86 carriageway 90m east of the scheme, outflowing into the River Spean. River Roy was last classified by SEPA as being in 'Good' condition.

Allt Mor (unclassified by SEPA) flows below the A86 carriageway within the scheme extent, outflowing into the River Spean. A number of wetland areas and minor watercourses/drainage channels are located within 300m of the scheme.

The scheme is underlain by the 'Kinlochleven' and the 'Spean and Lochy Sand and Gravel' groundwater bodies, which were classified by SEPA in 2022 as having an overall status of 'good' (SEPA Water Classification Hub). These groundwater bodies are also recorded as Drinking Water Protected Areas (DWPA) (Ground) (Scotland's Environment).

A search of the SEPA Flood Map highlights small areas on the A86 carriageway within the scheme extent as being at high risk of surface water flooding (SEPA Flood Maps). High risk areas have a 10% chance of flooding each year.

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change (The Climate Change (Scotland) Act 2009). The Act included a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 (Climate Change (Emissions Reduction Targets) (Scotland) Act 2019).

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

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

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning to be undertaken prior to works.
- Cutting, grinding, and sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- 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.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- A designated laydown area will be established. Materials stored in the laydown area will only be moved when they are required.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when DPMEE generating activities are occurring. In the unlikely event that unacceptable DPMEE 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.

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

Cultural Heritage

The works are located within the 'Battle of Mulroy' Battlefield site boundary, however the works are restricted to the A86 trunk road boundary (including verges), and will be localised to replacement of drainage sections and siding-out adjacent footpaths only. As such, construction of the A86 is likely to have removed any archaeological remains associated with the battlefield that may have been present within this road corridor. This assessment was confirmed following consultation with Historic Environment Scotland (HES), who confirmed via email on 30/09/2024 that the works are unlikely to impact any significant features of the battlefield and that no further assessment or mitigation measures will be necessary.

Although there are several records of other cultural heritage features within 300m, due to location within historic drainage channels, the chance of exposure is considered to be low. As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- Historic Environment Scotland will be consulted with as required, in the event of any discovery/exposure of suspected archaeological features.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Access required out with these areas will be reduced as much as is reasonably practicable, and will utilise as few access points/tracks as possible.

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

Landscape and visual effects

There 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. In addition, there will be a minor impact as a result of the road drainage/siding out works. However, the proposed works are of a highly localised scale and will be limited to the minimum areas and amounts required to ensure adequate drainage for

the surrounding land and A86 users. There will also be no changes to the land use as a result of the works. Upon completion of the works, no significant residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with the amended drainage features and cleared footpaths being the only discernible changes. 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.
- Removal of vegetation will be limited to the minimum amount required to undertake the works.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.

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

Biodiversity

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 existing road drainage and footpaths, 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 (two weeks) and will be undertaken on a daytime working pattern. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

No INNS records have been highlighted within proximity of the works. There is no requirement to import topsoil and the excavated material will be disposed in a licensed waste facility following the completion of the soil testing Sided-out material will be spread along the road verge within the scheme extents. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

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 the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- 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 shall be reported to the BEAR Scotland Environment Team.
- If works are to be undertaken within the breeding bird season (March to August inclusive), nesting bird checks will be required within 48 hours of works commencing.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- 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.
- 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.
- It is expected that vegetation removal (where required) will only take place within the trunk road boundary and/or Scottish Ministers' land. If there is a requirement to fell more than $5m^3$ of timber from third-party land, then a felling licence from Scottish Forestry (SF) will be required prior to works and compensatory planting is likely to be required as a condition of the licence.
- 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

All works are confined to the A86 carriageway verge and are restricted to drainage/siding-out works with potentially some vegetation cut back. Excavated filter drain material will be disposed in a licensed waste facility following the soil testing. Sided-out material will be side casted within the site. The scheme is located within the Parallel Roads of Lochaber SSSI, which is designated for various earth science features. Relevant Operations Requiring Consent (ORC) for this SSSI (as listed by NatureScot), include the following:

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

Works will entail those listed as ORC. As such, SSSI Consent is required for these works, and will be obtained prior to commencement. Due to the localised and relatively minor nature of the works, no change to the local soils or geology features is expected.

The following measures will be applied to on site:

- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Excavated material will be kept to a minimum and spread evenly within the road verge along the scheme extents.
- The parking of machinery/vehicles 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 the waterbodies banks) will be reinstated as much as is practicable.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil eroding into the unnamed waterbody and travelling downstream.
- Additional pollution prevention measures as outlined in Road drainage and the water environment will be adhered to during construction.

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

Material assets and waste

There is potential for impacts as a result of resource depletion through use of machinery and transportation. However, the use of machinery will be limited to minimal required times and machinery will not be left idling unnecessary.

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.
- Excavated filter drain material will be disposed of in a licenced waste facility according with the findings of the waste classification survey.
- Excavated material will be site casted under SEPA Paragraph 25 exemption.
- All other 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 must 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).
- Appropriate measures will be implemented during ditching works to limit the potential for silt material to enter drainage downstream of the ditch.
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

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

Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a daytime working pattern, for a period of two weeks.

Approximately 40 residential properties lie within 300m of the scheme; the nearest of which is located less than 10m from the scheme. As such, the proposed scheme is anticipated to result in temporary minor noise increases for nearby residential properties during the construction programme. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant 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 involve single lane closures, however significant increased journey times are not

anticipated due to use of temporary traffic signals. NMU passage through/alongside the scheme will be maintained.

Several access roads deviate from the A86 carriageway within the scheme extent, and as such there is potential for access restriction/obstruction due to presence of operatives/plant, and TM.

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.
- Given the proximity of urban development to the scheme extents, the Toolbox Talk TTN-042 Being a Good Neighbour will be briefed prior to works commencing.
- Appropriate provisions / measures will be implemented within the traffic management 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 within the road drainage system, 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).

The scheme entails 'construction and maintenance of road drains that do not affect a natural watercourse', therefore the works are able to proceed under General Binding Rule 5 (GBR5) The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).

The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water are detailed in the SEMP and will be adhered to on site.

- Adherence to GBR9 ‘Operating vehicles, plant or machinery in or near surface water or wetland for purpose of carrying out any other GBR activity and /or maintenance of an existing structure’ will also apply (The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended)).
- Pollution control measures, including relevant SEPA Pollution Prevention Guidance for Pollution Prevention (GPPs), as well as other good practice measures for working in or near water, will be detailed in the SEMP and adhered to on site to prevent sediment or other materials entering the water environment.
- A toolbox talk on silt and sediment containment will be delivered to all site staff as part of the site induction.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment (e.g. dust, debris, wet concrete). Any dust, concrete debris, or other materials produced during works will be contained and removed from site to be disposed of appropriately.
- 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 must also be supplied beneath the equipment with a capacity of 110%.

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

Climate

Construction activities associated with the proposed scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site. The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- 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

The works will improve drainage issues for this section of the A86 and will improve the footway for use by NMUs, resulting in a reduced risk associated with flooding at this area.

The works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

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 project to risks of major accidents and disasters is considered to be low.

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects.

A search of the Highland Council Planning Portal (Map Search) identified a number of approved and 'under consideration' planning applications within 300m of the scheme extents in the last year. These relate to various applications for erection or amendment to residential properties, with three accessed from the A86 within (or within proximity of) the scheme. However, the drainage works are of short duration (two weeks) and will feature traffic light controlled single lane closures only. Therefore, due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Scottish Roads Works Commissioner website (Map Search) 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 TM. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in part 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:

- The scheme entails ‘construction and maintenance of road drains that do not affect a natural watercourse’, therefore the works can proceed under General Binding Rules.
- Construction activities are restricted to an area of 0.32ha along a 1,615m section of verge.
- The works will be temporary, localised, and completed during daytime hours over up to two weeks.
- 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.
- 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 and nearby human receptors during the operational phase.

Location of the works:

- The works are not located within an area designated for its visual character or quality.

- Any impacts to the local landscape during the construction phase will be minor and will not result in significant visual changes to the A86 road corridor. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the works:

- 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 maintenance of road drainage, 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.
- 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.

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, October 2024

Follow us:
transcotland
@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot