



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

A86 Inverpattack Lodge and A86 Kinloch Laggan - Resurfacing

Contents

Project Details	3
Description.....	3
Location	3
Description of local environment.....	4
Air quality	4
Cultural heritage	5
Landscape and visual effects	6
Biodiversity	8
Geology and soils	9
Material assets and waste	9
Noise and vibration	10
Population and human health	11
Road drainage and the water environment.....	11
Climate	12
Policies and plans	13
Description of main environmental impacts and proposed mitigation	14
Air quality	14
Landscape and visual effects	15
Biodiversity	15
Geology and soils	17
Material assets and waste	17
Noise and vibration	19
Population and human health	20
Road drainage and the water environment.....	21
Climate	22
Vulnerability of the project to risks	23
Assessment cumulative effects.....	24
Assessments of the environmental effects	25
Statement of case in support of a Determination that a statutory EIA is not required.....	25
Annex A.....	27

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to undertake resurfacing works on two separate sections of the A86 trunk road, to lengths of 800m (A86 Inverpattack) and 1145m (A86 Kinloch Laggan). Carriageway resurfacing will involve the milling out and replacement of 300mm of bituminous material and grips will be recut throughout both sections. Following the resurfacing works, road markings will be reinstated.

Main plant will include pavers, planers, excavators, and rollers. Heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The resurfacing package of works will include:

- Set up traffic management (TM) and mark out site.
- Mill out old surface course.
- Reset and/or replace roadside gullies where required
- Lay new surface course.
- Roll surface and allow it to go set.
- Install road markings and studs.
- Remove TM and open road.

The works consist of two schemes: A86 Inverpattack Lodge and A86 Kinloch Laggan. Both of which are currently programmed to be completed within the 2025/2026 financial year, with the first scheduled to take place from 27/07/2025 for a duration of two nights, and the second to begin on 30/07/2025 for nine nights, utilising a night-time working pattern (19:00 to 06:00). The works are necessary to rectify surface deterioration. Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic Management (TM) will involve night-time road closure with hourly amnesties. Access to junction and private roads will be maintained. Site access and plant storage will be located within TM. If the programme changes, this may result in amendments to the exact TM requirements.

Location

The schemes are located on a stretch of the A86 trunk road approximately 6km and 9km southwest from the village of Gergask within Highland Council (Figure 1). The schemes have the following National Grid References (NGR):

- A86 Inverpattack Lodge: NN 56170 90300 to NN 556000 89949.
- A86 Kinloch Laggan: NN 53552 89621 to NN 52564 89375.



Figure 1 Scheme location (inset map) and scheme extents.

Description of local environment

Air quality

Properties within 300m of the scheme – refer to 'Population and Human Health'.

No Air Quality Management Areas (AQMA) ([Air Quality Management Areas](#)) are located within 10km of the schemes.

There are no air quality monitoring stations within 10km of the works ([Scottish Air Quality](#)).

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

The nearest Transport Scotland manual data counter (site name ATC01050) lies approximately 6km northeast from the closest scheme extents and recorded an annual daily total (ADT) of 1872 motor vehicles in 2024, of which 19.7% were Heavy Goods Vehicles (HGVs).

Baseline air quality is likely to be primarily influenced by vehicles travelling along the A86 trunk road. Secondary sources are derived from day-to-day agricultural/forestry land management activities.

Cultural heritage

A search of PastMap mapping tool ([Pastmap](#)) identified one Listed Building 'Old St Kenneth's Church' and one Scheduled Monument 'St Kenneth's Church and Cross Slab Laggan' which lie approximately 55m and 70m north respectively from the A86 Kinloch Laggan scheme.

Several records on the National Records of the Historic Environment (NRHE) and Historic Environment Record (HER) databases are noted within 300m of the schemes. The nearest of these, is a record on the NRHE database, 'Loch Laggan James Hendry Memorial' which lies approximately 25m south from the A86 Kinloch Laggan scheme.

There are no Garden & Designed Landscapes, Conservation Areas, Battlefields or World Heritage Sites found within 300m of the scheme extents.

No features of Cultural Heritage value have been identified within the scheme extents and its immediate area. Furthermore, the works are confined to the man-made ground of the trunk road with the works being like-for-like. Construction of the trunk road is likely to have removed any archaeological remains that may have been present within the area. As such, 'cultural heritage' is scoped out and is not discussed further within this RoD.

Landscape and visual effects

The schemes fall within Cairngorms National Park (CNP) ([8623](#)) which is designated for the following general qualities:

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

The scheme is not located within a National Scenic Area (NSA) or any other site designated for its landscape and visual character ([SiteLink](#)).

The Landscape Character Type within the schemes is recorded as 'Upland Glen – Cairngorms' ([LCT 126 - Upland Glen - Cairngorms](#)) and 'Broad Loch and Glen' ([LCT 089 - Broad Loch and Glen](#)) which have the following key characteristics:

Upland Glen Cairngorms

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

Broad Loch and Glen

- 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 and requires a bridging point.
- Variety in texture, patterns, and colour associated with the different land cover 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 ([HLAMap](#)) within the schemes is classified as,

- Rough grazing
- Freshwater area (Loch Laggan)
- Managed woodland
- Plantation woodland
- Rectilinear fields and farms.

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 Creag Meagaidh Special Area of Conservation (SAC) at its nearest point lies approximately 1.9km northwest from the A86 Kinloch Laggan scheme ([SiteLink](#)) (NatureScot Site Code: 8235).

Given the distance of the works to the SAC and due to the qualifying features being non-mobile in nature with lack of any connectivity to the works location, further assessment is not required and a Habitats Regulations Appraisal (HRA) Proforma has not been produced.

The Creag Meagaidh SPA at its nearest point lies approximately 3km northwest from the A86 Kinloch Laggan scheme ([SiteLink](#)) (NatureScot Site Code: 8487). Given the distance of the works to the SPA further assessment is not required and a HRA Proforma has not been produced.

No other locally or nationally designated sites with biodiversity features (such as Sites of Special Scientific Interest (SSSI), Local Nature Reserves or National Nature Reserves) are located within 300m of the scheme ([SiteLink](#)).

A search of NBN Atlas identified no records of invasive and injurious plant species (as listed in the Network Management Contract (NMC)).

A search of Transport Scotland's Asset Management Performance System (AMPS) holds no records of invasive and injurious plant species (as listed in the NMC) within 300m of the scheme.

Habitat within the schemes include rough grazing, with pockets of plantation woodlands of densely planted coniferous tree species and managed woodlands consisting of broad-leaved and native pine tree species. Freshwater habitat provided by Loch Laggan, provides habitat for a wide range of semi-aquatic and aquatic species.

Areas of 'ancient' (of semi-natural origin) woodlands are present within 300m of the schemes. The closest (site name/ID: 'Black Wood/7') flanks the A86 carriageway within the eastern extent of the A86 Inverpattack Lodge scheme ([Ancient Woodland Inventory](#)).

According to Highland Council there are no (TPO) located within 300m the schemes ([Highland Tree Preservation Orders](#)).

It is considered unlikely that any terrestrial mammal species of conservation importance are associated with permanent habitat or resting places within the area

of likely construction disturbance. Therefore, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS), or a geologically designated SSSI ([SiteLink](#)).

Bedrock within the scheme extents is comprised of the following bedrocks ([BGS Geology Viewer](#)):

- Aonach Beag Semipelite Formation – schistose semipelite, micaceous psammite and quartzite. Metamorphic bedrock.
- Creag Dhubh Psammite Formation – psammite, micaceous. Metamorphic bedrock.
- Loch Laggan Psammite Formation – psammite, micaceous. Metamorphic bedrock.

Superficial deposit within the scheme extents is comprised of the following superficial deposits ([BGS Geology Viewer](#)):

- Till, Devensian – diamicton.
- Alluvium – Clay, silt, sand, and gravel.
- Hummocky (moundy) glacial deposits – diamicton, gravel, sand, and silt.

The local soil type is recorded as humus-iron podzols with peaty gleyed podzols and peaty gleyed podzols with podzolic rankers with peaty rankers ([Scotland's Soils](#)).

Soils within the scheme extent are recorded as being 'Class 0' and 'Class 4', as displayed on Scotland's Peat Map [Carbon and Peatland Map](#). Class 0 is mineral soil, and peatland habitats are not typically found on such soils. Class 4 is associated with an area unlikely to be associated with peatland habitats or wet and acidic type. Unlikely to include carbon-rich soils.

Material assets and waste

The resurfacing works are required to replace the worn surface and general maintenance of the A86 trunk road, likely requiring binder inlay, and reinstallation of road markings. Materials used will consist of:

- Asphaltic material
- Bituminous emulsion bond coat
- Milled in road studs

- Thermoplastic road marking paint

Wastes are anticipated to be removed planings from the surface course, which 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 Scottish Environment Protection Agency (SEPA), as described in Schedule 3 of the Waste Management Licensing Regulations 2011.

If coal tar is encountered; contaminated road planings will be classified as a Special Waste. Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings. Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility, and SEPA will be notified prior to the Special Waste leaving site.

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

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

Noise and vibration

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

Works are not located within a Candidate Noise Management Area (CNMA) as defined by the [Transportation Noise Action Plan-2019-2023](#) (Road maps).

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping indicates 24 hour annual average noise level during the night (LNGT) ranges between 55 and 65dB within the A86 and its associated verges ([Scottish Government's GeoNetwork map](#)).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A86 carriageway. Secondary sources are derived from vehicles travelling along the local road network and rural activities associated with land management within the area.

Population and human health

Seven residential properties are scattered within 300m of the works. The nearest residential property lies approximately 10m north of the A86 Inverpattack Lodge scheme and has no roadside verge screening provided. The nearest residential property lies approximately 30m northeast from the A86 Kinloch Laggan scheme and has little to no roadside verge screening. A large parking area to the front of this property lies adjacent to the A86 carriageway, where a small building is located. This building appears to relate with tourist activity. Remaining dwellings are set-back with minimal screening provided.

There are two laybys which lie adjacent to the A86 Kinloch Laggan southbound carriageway within the scheme extent.

There are no bus stops or paved pedestrian footpaths located within either of the schemes.

There are no National Cycle Network (NCN) routes located within 300m either scheme ([OS Maps](#)).

Access to a core path listed on [Core Paths in Highland Council area](#) (path ref: UBS26) lies approximately 210m southwest from the A86 Inverpattack Lodge scheme extent. This path is also listed on [WalkHighlands](#) as 'Falls of Pattack' walking route.

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

TM will consist of night-time road closures with hourly amnesties.

Road drainage and the water environment

'Loch Laggan' (ID: 100198), which is a lake, in the River Lochy catchment of the Scotland River basin district, lies approximately 70m south from the scheme. The water body has been designated as a heavily modified water body on account of physical alterations that cannot be addressed without a significant impact on water storage for hydroelectricity generation. It was awarded an overall status of 'good ecological potential' in 2023 by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) ([Water Classification Hub](#)).

'River Pattack – Loch Laggan to Loch Pattack' (ID: 20347) is a river in the River Lochy catchment of the Scotland River basin district. At its closest point lies approximately 30m south from the A86 carriageway. It was awarded an overall status of 'moderate' in 2023 by SEPA ([Water Classification Hub](#)).

'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 2023 by SEPA ([Water Classification Hub](#)). This groundwater body is also designated as Drinking Water Protected Areas (Ground).

An unclassified watercourse 'Feith Bhuidhe' travels below the A86 Kinloch Laggan scheme. Several other small unclassified surface waterbodies and/or culverted drainage channels lie within 300m of scheme extents, some of which are culverted under the A86 carriageway.

The SEPA indicative surface water online [SEPA Flood Maps](#) tool identifies a high likelihood (10% chance) of river and surface water flooding each year within the A86 Inverpattack Lodge scheme. The banks of Loch Laggan within 300m of the A86 Kinloch Laggan scheme have a high likelihood (10% chance) of flooding each year ([SEPA Flood Maps](#)) but this does not appear to encroach onto 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

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 the 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 a potential to produce dust will be removed from site as soon as possible, and vehicles that remove waste 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.
- Ancillary plant, vehicles and NRMM 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., 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) minimising cutting and grinding on-site, (b) reducing 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 the 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 risks of dust emissions exists.
- Good housekeeping will be employed throughout the work.

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

The works lie within the boundary of the CNP. However, the works are like-for-like general maintenance of the trunk road surface and as such the works will not have an impact of the landscape character associated with the CNP. The National Park Authority will be notified of the works prior to the construction commencing.

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, the works are of a short duration (2 nights and 9 nights respectively), undertaken during night-time hours (19:00 – 06:00) and restricted to the A86 carriageway boundary and generally screened from a wider landscape by roadside tree shelterbelts.

Land use will not change as a result of the works, and the works will not result in any 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 site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, minimising the landscape and visual effects as much as possible.
- CNP advice, if received, will be complied with.
- 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 shall 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

All works will be restricted to the A86 carriageway surface and will not entail any in-stream works or vegetation clearance. There are no significant earthworks associated with the scheme, and 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 introduce invasive non-native species (INNS), invasive native perennials, or injurious flowering plant species.

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 the 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 (eleven nights) and will be undertaken on a rolling programme. The potential for significant species disturbance within the area of construction is therefore considered to be low.

Although a section of the A86 Inverpattack Lodge scheme is flanked by areas of ancient woodland, no tree felling is planned for the works.

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

- No in-water works will be permitted. Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species, throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- Artificial lighting (where required) will be directed away from areas of woodland and waterbodies as far as is safe and reasonably practicable.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified on site, all works within 30m of the nest will stop until the BEAR Scotland NW Environment Team can provide advice.
- A 'soft-start' will be implemented on site each day. This will involve switching on vehicles and checking under/around vehicles and the immediate work area

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

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

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

Geology and soils

The scheme is not located within a GCRS or geological SSSI. Although the works will entail minor excavation, this will be on engineered ground. In addition, any excavations will be carried out with good practice measures detailed in the SEMP as follows:

- Excavated material will be reused and/or redistributed within the scheme extents.
- Upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- The parking of machinery/vehicles and storage of equipment on grass will be minimised as far as is reasonably practicable.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to during construction.

With the above mitigation measures in place, it is anticipated that any geology and soil 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.
- 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 will be produced and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- If required, coal tar will be processed as follows:
 - Any coal tar contaminated road planings will be classified as Special Waste.
 - Special waste consignment notes (SWCN) will be obtained from SEPA to allow the movement of the contaminated planings.
 - Coal tar contaminated road planings will be transported by a registered waste carrier to an appropriate waste recovery facility.
 - SEPA will be notified at least 72 hours before (and no longer than one month before) Special Waste leaving site.
- 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 be completed over eleven nights total on a rolling programme, with the aim being to complete the noisiest works (e.g. planing) by 23:00. Works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived. Due to the short duration and localised nature of the works, the proposed schemes are 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 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:

- Local residents which are affected by the works will be 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 Environmental Health Officer (EHO) from Highland Council will be notified of the works.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1874, 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 staff will receive the 'Being a Good Neighbour' toolbox talk.

- Where possible and where works will take place within 300m of residential properties and other sensitive receptors, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- 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.
- 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. Although the A86 will be closed during the works with hourly amnesties in place, the road closure will take place at night when traffic count is at its lowest and no significant 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. Access to NMU facilities which lie within 300m of the scheme, will be maintained and the works are being undertaken at night when footfall and cyclist count is at its lowest.

Several residential properties are found within 300m of the scheme. The nearest residential property lies just 10m north from the scheme with no screening present and given that the works are being undertaken at night, there is potential for disturbance from noise, vibration and the additional construction lighting.

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.

- 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.
- 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 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:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the SEMP and adhered to on site.
- 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.

- Appropriate measures will be implemented during resurfacing operations to limit the potential for wastes (i.e., road planings) 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 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 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 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

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.
- All mitigation measures detailed within 'Air Quality' and 'Material Assets and Waste' will be adhered to.
- 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 removed to a local facility, where required.

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 within the scheme extents are recorded as being at a high likelihood (10% chance) of river and surface water flooding each year. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall. There will be no change to the likelihood of flooding on the A86 within the scheme extents upon completion of the works.

Works are restricted to areas of engineered ground of the A86 trunk road and traffic management will be designed in line with existing guidance. TM will consist of night-time (19:00-06:00) road closure with hourly amnesties. The road closure and hourly amnesties will be publicised in advance. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the traffic management setup.

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 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 no approved planning application within 300m of the schemes.

A search of the Scottish Road Works Commissioner website ([Scottish Road Works Online](#)) has not identified any other roadworks that 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 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) is situated in Cairngorms National Park which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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

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

Characteristics of the scheme:

- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to the man-made ground on the A86 carriageway surface.
- Construction activities are restricted to 800m and 1145m long sections along the A86 trunk road, with working of 0.52ha and 0.75ha respectively.
- The works will be temporary, transient, localised, and completed during night-time hours on a rolling programme over eleven nights.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No invasive or injurious plant species have been recorded within the scheme extents.
- 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 to 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.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact the environment.

Location of the scheme:

- The scheme will be located within the existing A86 road boundary and as such, no land take will be required.
- The works will not result in any change to the qualifying features of Cairngorms National Park in which the scheme is situated.
- The works will not result in any change to the qualifying features of Creag Meagaidh Special Conservation Area located approximately 1.9km from the scheme or Creag Meagaidh Special Protection Area located approximately 3km from the scheme.
- The works will not restrict access to nearby residential properties.
- No features of Cultural Heritage are located within the trunk road boundary at the scheme extents. Furthermore, construction of the A86 trunk road is likely to have removed any archaeological remains that may have been present.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users, ecological and human receptors during the operational phase.
- As the works will be limited to the like-for-like replacement of the carriageway surface 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 night-time works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- 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

© Crown copyright 2025

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

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, July 2025

Follow us:



transcotland



@transcotland

transport.gov.scot



Scottish Government
Riaghaltas na h-Alba
gov.scot