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CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A86 40 C83 Allt A'Ghaill

Concrete repairs and VRS Installation

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out masonry repairs and vehicle restraint system (VRS) installation at the A86 40 C83 Allt A'Ghaill.

The scheme consists of masonry spandrel wall and parapet repair (including upgrade) to the existing culvert, installation of VRS barrier to uplink departure and minor realignment and widening of existing carriageway.

The culvert, which enables the flow of the Allt A'Ghaill watercourse beneath the A86, was constructed in the 1930s and is a single span masonry arch structure with a span of 2.5m. The superstructure is traditional coursed stonework with historic stonework extension (south side) and concrete extension (north side).

Approximately 145m^2 of undergrowth clearance is required on the departure verge in order to facilitate works.

The works are currently programmed to be completed within the 2023/2024 financial year (October 2023 to March 2024 inclusive) with an exact date yet to be confirmed. Works are expected to be completed over 20 days during primarily daytime working hours (08:00 – 18:00); however, two nights of night works (22:00 – 06:00) are required for road surfacing.

Traffic management (TM) will consist of two-way temporary traffic lights with a 30-mph speed limit throughout the duration of works. A convoy system will be required for some construction activities due to space constraints on site.

Location

The scheme is located in a rural location on the A86, approximately 7km south of Newtonmore (NN 65624 94712) (Figure 1).

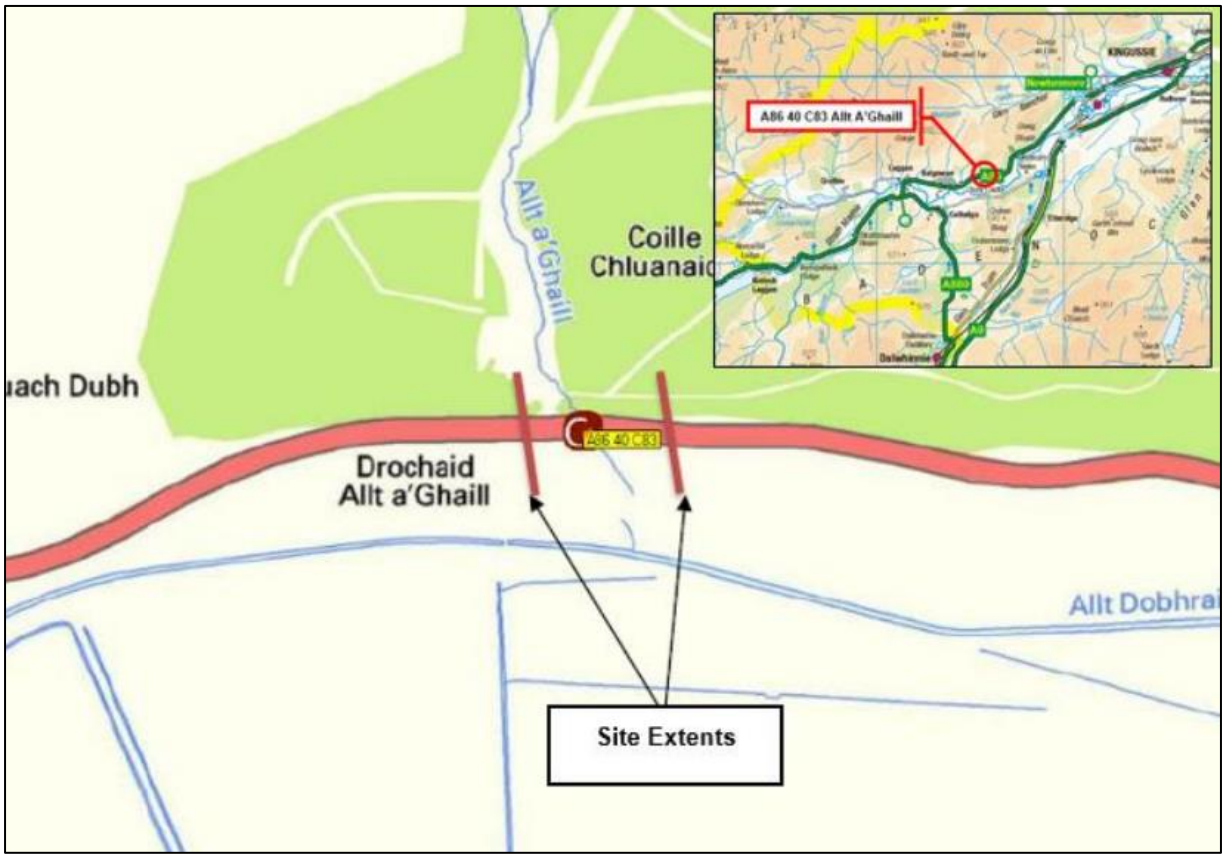

Figure 1. Location and scheme extent of the proposed works at A86 Allt A'Ghaill. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22-NW-1201-25).

Description of local environment

Air quality

The scheme is not located within any Air Quality Management Areas (AQMA). The nearest air quality monitoring site to the scheme is located in Inverness, approximately 50km north of the scheme (Air Quality Scotland). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Inverness due to the remote nature of the scheme location.

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) for air pollutant releases within 1km of the scheme.

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A86 trunk road, with secondary sources likely derived from agricultural and commercial forestry activities.

Cultural heritage

According to Historic Environment Scotland's PastMap (PastMap), there are no World Heritage Sites, Scheduled Monuments, Listed Buildings, Garden and Designed Landscapes, Conservation Areas, Inventory Battlefields, Canmore National Records or Historic Environment Records identified within 300m of the scheme (PastMap).

The proposed works are not anticipated to have an adverse impact on cultural heritage as the works will be restricted to the A86 40 C83 Allt A'Ghaill and do not include any alterations that would affect the historic and architectural character of the local area. The scheme also does not involve any significant excavations or earthworks therefore, the potential for uncovering the presence of unknown archaeological remains in the study area has been assessed to be low.

Due to the lack of features within proximity to the scheme, it has been determined that the proposed project does not have potential to cause direct or indirect impact to features of cultural heritage importance.

As such, the impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Landscape and visual effects

The scheme is located in a rural location on the A86, approximately 7km south of Newtonmore. Land use surrounding the scheme consists primarily of commercial forestry and agriculture.

The scheme is located within the Cairngorms National Park (CNP) (Sitelink) which has the following special qualities:

1.0 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.

2.0 The Mountains and Plateaux

- The unifying presence of the central mountains.
- An imposing massif of strong dramatic character.
- The unique plateaux of vast scale, distinctive landforms and exposed, boulder strewn high ground.
- The surrounding hills.
- The drama of deep corries.
- Exceptional glacial landforms.
- Snowscapes.

3.0 Moorlands

- Extensive moorland, linking the farmland, woodland and the high tops.
- A patchwork of muirburn.

4.0 Glens and Straths

- Steep glens and high passes.
- Broad, farmed straths.
- Renowned rivers.
- Beautiful lochs.

5.0 Trees, Woods and Forests

- Dark and venerable pine forest.
- Light and airy birch woods.
- Parkland and policy woodlands.
- Long association with forestry.

6.0 Wildlife and Nature

- Dominance of natural landforms.
- Extensive tracts of natural vegetation.
- Association with iconic animals.
- Wild land.
- Wildness..

7.0 Visual and Sensory Qualities

- Layers of receding ridge lines.

- Grand panoramas and framed views.
- A landscape of many colours.
- Dark skies.
- Attractive and contrasting textures.
- The dominance of natural sounds.

8.0 Culture and History

- Distinctive planned towns.
- Vernacular stone buildings.
- Dramatic, historical routes.
- The wistfulness of abandoned settlements.
- Focal cultural landmarks of castles, distilleries and bridges.
- The Royal connection.

9.0 Recreation

- A landscape of opportunities.
- Spirituality.

The Landscape Character Type (LCT) within the scheme extent is Upland Strath (no. 127) (Scottish Landscape Character Types). The Upland Strath LCT is characterised by:

- Large, broad, flat-bottomed strath, with some narrower pinch-point sections.
- Valley floor with the meandering River Spey and frequent lochs and marshes.
- Meadows and wetlands prone to flooding on the valley floor.
- Mixed pastures and broadleaved woodland in more undulating areas.
- Wetlands flanked by mixed woodland and conifer forests.
- Main communication corridor housing A9 trunk road and railway.
- Estate houses and policy landscapes in many parts of the strath.
- A well-settled area with a series of settlements occurs along the northern side. of the strath at bridging points over the River Spey.
- They are popular tourist destinations serving the Cairngorms National Park. Elsewhere farms and houses are frequent along main and minor roads
- Views to the Cairngorm mountains.
- Noise and activity from busy A9.

Biodiversity

The A86 40 C83 Allt A'Ghaill spans the Allt A'Ghaill watercourse which flows in a southerly direction for approximately 95m downstream before discharging into the River Spey Special Area of Conservation (SAC) (SiteLink).

The Creag Dubh Site of Special Scientific Interest (SSSI) lies approximately 280m north of the scheme. The SSSI is notified for upland birch woodland (SiteLink).

The NBN Atlas also holds records of six bird species within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected (NBN Atlas).

No growths of invasive non-native species (INNS) of plant, as listed on Schedule 9 of the WCA, injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual, have been recorded within 300m of the scheme, on either the NBN Atlas or Transport Scotland's Asset Management Performance System (AMPS).

Habitats to the north of the scheme are dominated by coniferous woodland plantations. Habitats to the south of the scheme are typically restricted due to the presence of extensive areas of open agricultural land. The Allt A'Ghaill and Allt Dobhrain watercourses also provide freshwater habitats.

There is a 6.1ha area of woodland listed on the Ancient Woodland Inventory (AWI) listed as Ancient (of semi-natural origin) which is located approximately 20m north of the bridge (Scotland's Environment).

There are no trees with a Tree Preservation Order (TPO) within 300m of the scheme (Spatial Hub).

A preliminary roost assessment (PRA) and endoscope inspection was conducted by Highland Ecology and Development (HED) Ltd. in July 2020. A follow-up endoscope assessment and preliminary ecological appraisal (PEA) was also conducted by HED in November 2021 and one bat activity survey was conducted in May 2022.

An updated ecological walkover was carried out by the BEAR Scotland's NW Environment Team in August 2023. No evidence of protected species or INNS were identified.

Geology and soils

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

There are no Local Geodiversity Sites (LGS) with connectivity to the scheme extents (SiteLink).

Bedrock within the scheme extents is comprised of Loch Laggan Psammite Formation (micaceous psammite) which were originally sedimentary bedrocks but have subsequently undergone metamorphism (BGS GeoIndex).

Superficial deposits within the scheme extents are comprised of Alluvial Fan Deposits (gravel, sand, silt and clay) which are sedimentary deposits (BGS GeoIndex).

Soils within the scheme extent are recorded as humus-iron podzols (Scotland's Soils).

Material assets and waste

Plant/equipment used during the works are expected to consist of:

- Planer.
- Paver.
- Roller.
- Pneumatic breaker.
- Concrete mixer (Jaeger).
- Concrete poker.
- Mini excavator.
- Mini dumper.
- HIAB loader crane.

Materials used during the works are expected to consist of:

- Asphaltic material (paving).
- Concrete (foundations).
- Stone & mortar (spandrel wall and parapets).
- Steel (VRS, dowel bars, traffic signage).
- Soils (granular sub-base, earthworks).
- Timber (fencing).

The main wastes created during the works are expected to consist of:

- Road planings from the carriageway surface course.
- Excavated soil.
- Wood.
- Any masonry stone which cannot be reused.

It is not yet known if the works will encounter coal tar contaminated road surfacing.

Uncontaminated planings (once determined) will be fully 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 exemption as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption number WMX/XS/2001161).

As the value of this scheme is less than £350,000, a site waste management plan (SWMP) is not required.

Noise and vibration

There are no residential or commercial receptors within 300m of the scheme.

Works are not located within a Candidate Noise Management Area (CNMA) (Transportation Noise Action Plan).

There is no noise modelled data available for the scheme extent (Scotland's Noise Scotland's Environment). However, given the rural nature of the area and the low AADT flow, it is considered likely that baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A86 trunk road, with secondary sources likely derived from agricultural and commercial forestry activities.

Population and human health

There are no residential or commercial receptors within 300m of the scheme.

There are no National Cycle Network (NCN) routes (OS Maps), walking routes listed on WalkHighlands or core paths (Scotland's Environment) within the scheme extent. There are also no paved footpaths, bus stops, or other pedestrian facilities along the A86 throughout the scheme extent.

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.

The nearest traffic count point (ID: 10847) on the A86 is located approximately 500m east of the scheme (Road traffic statistics). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 937 motor vehicles, of which 61 (6.51%) were heavy goods vehicles (Road traffic statistics).

Road drainage and the water environment

The A86 40 C83 Allt A'Ghaill spans the Allt A'Ghaill watercourse which has not been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) but is shown on the 1:50k Ordnance Survey map. Allt A'Ghaill flows in a southerly direction for approximately 95m before merging with the Allt Dobhrain watercourse, which is a larger, unclassified surface watercourse.

There are no classified surface waterbodies spanned by, culverted beneath, or which lie within 300m of the scheme extents (SEPA water classification hub).

The scheme falls within the 'Strathnairn, Speyside and Cairngorms' groundwater body which has been classified as 'Good' and is also a Drinking Water Protected Area (Ground) (SEPA water classification hub).

The trunk road, within the scheme extents, is not at risk of surface water flooding (SEPA Flood Map).

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 includes 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 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, and increased prolonged vehicle and plant presence may result in higher than average emissions. 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.

- Prior to works commencing on the A86 40 C83 Allt A'Ghaill, a containment system will be in place to prevent the loss of any materials (e.g. dust, debris, wet concrete and water) from activities such as dust suppression, as well as concrete pouring and repairs. The integrity of the containment system will be checked frequently (at least daily) and should containment fail, operations will cease immediately, and necessary repairs undertaken.
- Cement bags will remain closed when not in use to prevent cast-off to the surrounding environment.
- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Surfaces will be swept where loose material remains.

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

Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. However, works will be localised to the A86 40 C83 Allt A'Ghaill and will be limited to concrete repairs and installation of a new section of VRS within the trunk road boundary. Works will be carried out during primarily daytime working hours over 20 days and land use will not change as a result of the works. Therefore, the works will not create any significant change to the local landscape. The works will not result in any change to the special qualities of the Cairngorms National Park, however the National Park will be consulted in advance of works. 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.
- The working area and site compound location will be appropriately reinstated following 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

During works, 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. Although the scheme lies in proximity to the River Spey SAC, the HRA screening concluded that the works would not result in the potential for any likely significant effects (LSE) upon the qualifying features of these by virtue of the following factors:

- The works will be restricted to the elevated bridge structure and will not require any in-water works. As such, no change to the water environment and associated habitat will occur, with no potential for the works to result in LSE to the designated features.

- Works will be minor and localised to the A86 40 C83 Allt A'Ghaill. Excessive noise is not considered to be a defining feature of these works, and as such, disturbance to sensitive receptors (such as mammal species) is not predicted.

Although the scheme lies 280m south of the Creag Dubh SSSI, the works will not result in a significant impact upon the notified feature of the SSSI by virtue of the following factors:

- There is no requirement for tree-felling, land take (or resources) or site clearance from within the SSSI and no works are required within any part of the SSSI.
- The location of the works and lack of connectivity to the wider landscape means there are few pathways to disturbance and a highly reduced risk of pollution.
- No significant dust, particulate matter, and exhaust emissions (DPMEE) sources will be introduced by the works, and standard pollution prevention measures will be in place during works. Therefore, the potential for construction dust deposition or pollution of the habitats of the Creag Dubh SSSI are considered unlikely.

There are no records of INNS or injurious weeds within the surrounding area and none have been identified during previous ecological surveys. However, there is potential for unrecorded instances to be present within road verges and adjacent land. Some works will take place outwith the A86 carriageway boundary, however no significant excavations or earthworks are required. 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 INNS, invasive native perennials, or injurious weeds. However, due to the requirement for verge working, a toolbox talk for working with INNS and injurious weeds will be included in the Site Environmental Management Plan (SEMP) as a precautionary measure.

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.

Ecological surveys have not identified permanent habitat or resting places for protected species within the area of likely construction disturbance. Moreover, taking into account the lack of habitat diversity within the trunk road boundary due to the managed nature of the roadside verge, and the high traffic density and fast-flowing traffic, it is considered unlikely that any mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. Considering the nature, duration, size and scale of the scheme, the potential for significant species disturbance within the area of likely construction disturbance is also somewhat diminished. Any protected species in the

area are likely to be accustomed to road noise on the A86 and nearby agricultural and commercial forestry activities, and the scheme is of short duration. 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 works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works will be permitted.
- Vegetation clearance will be kept to the minimum volume necessary required to facilitate works.
- Works are currently programmed to take place outwith the bird breeding season (March to August inclusive). If the programme changes and works are scheduled to take place within the bird breeding season then two breeding bird checks will be carried out within 14 days and 48 hours prior to works commencing.
- Works will be carried out primarily during daylight hours, with only 2 nights required for road surfacing.
- All construction operatives will be briefed through toolbox talks prior to works commencing. 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.
- 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.
- Artificial lighting will be directed away from road verges, woodland, and waterbodies as far as is safe and reasonably practicable.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.
- Material, machinery, and vehicles should not be stored on or near INNS or injurious weeds.

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 will involve some minor excavations and earthworks however these are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low.

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) shall be reinstated as much as is practicable.
- Topsoil and subsoil reused onsite must be spread evenly in a single layer < 200 mm in height to ensure the soil profile is maintained across the works location.
- Multiple handling of soil derived from excavations will be minimised.
- Topsoil reused onsite will not be traversed by heavy machinery.
- The extent and duration of exposed soil will be kept to the minimum required for the works.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Pollution prevention and mitigation measures as outlined in the Road drainage and the water environment section below will be adhered to.

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

Material assets and waste

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

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.

- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Concrete washout will not be discharged on to the ground, drains or watercourses. After concrete works, any residual concrete washwater will be collected and removed from site as contaminated water. All waste will be removed from site and disposed of safely and legally, preferably by recycling or re-use.
- 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 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 be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and 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.
- If works encounter coal tar then this will be appropriately processed in line with Transport Scotland's Guidance Note on Dealing with Coal Tar Bound Arisings (Coal Tar Guidance). This will include:

- Coal tar contaminated road planings will be classified as a special waste.
- All waste will be appropriately segregated, with coal tar contaminated planing being kept separate from uncontaminated planings.
- Coal tar contaminated road planings will be transported by a registered waste carrier and be accompanied by a SEPA-issued consignment note or code. SEPA will be notified no less than three working days (72 hours) before and no longer than one month before, prior to Special Waste leaving site. Special Waste will be sent to a facility that holds suitable pollution prevention and control permits and waste management licences. Copies of consignment notes will be retained for a period of three years.
- Waste will be transported in a safe and secure manner to prevent the release of contaminated material en-route

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. There are no residential properties within 300m of the scheme. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. 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.
- Works will be carried out during primarily daytime working hours.
- The noisiest works (e.g. planing) will be programmed to be completed before 23:00 each night, where reasonably practicable.
- 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.
- 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 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 may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of vehicle noise and delays/restrictions due to traffic management measures. There are no residential receptors within 300m of the scheme. Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Works will be carried out during primarily daytime working hours.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance,
- 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).
- 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.
- 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 Scotland'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

During concrete repair and VRS works, there is potential for temporary impacts on the water environment. 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 or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies.

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

- Prior to works commencing on the A86 40 C83 Allt A'Ghaill, a containment system will be in place to prevent the loss of any materials (e.g. dust, debris, wet concrete and water) from activities such as dust suppression, as well as concrete pouring and repairs. The integrity of the containment system shall be checked frequently (at least daily) and should containment fail, operations will cease immediately, and necessary repairs undertaken.
- During concrete repair works, wet cement will not be allowed to discharge into drains, watercourses or waterbodies. Concrete batching will also be carried out on an impermeable surface and at least 10m away from drains and watercourses.
- 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 must 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 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 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.
- The requirement for additional lighting will be reduced as far as reasonably practicable.
- 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.

Major Accidents and Disasters

The trunk road, within scheme extents, is not at risk of surface water flooding.

Works will be centred around the A86 40 C83 Allt A'Ghaill. Traffic management will be designed in line with existing guidance and a full road closure will not be required. The proposed works are anticipated to last for 20 days. TM will consist of two-way temporary traffic lights with a 30-mph speed limit throughout the duration of works. A convoy system will be required for some construction activities due to space constraints on site. Where required, alternative pedestrian routes will be included in the traffic management setup, to minimise impact of the works on NMUs (if required).

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. 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 (Map Search) confirmed that there are no planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's 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. No smaller scale traffic restrictions / roadworks are found on the local authority road network in proximity to the proposed works, and as such, no cumulative effect is assessed. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

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

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

Assessments of the environmental effects

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

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works

(together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole within the Cairngorms National Park, which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (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 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 total working area is less than 1 ha.
- The works will be temporary, localised, and completed during primarily daytime working hours.
- Field surveys have not identified any additional protected species shelters or roosts and no protected species licences have been required.
- The risk of major accidents or disasters is considered to be low.
- The scheme will not require any permanent land take or alter any local land uses.
- The site compound will be located on made ground.

Location of the scheme:

- Works will be centred around the A86 40 C83 Allt A'Ghaill and will not result in any residual significant visual change. As such, the works will have no change to the special qualities for which the Cairngorms National Park is designated. The National Park will also be notified in advance of the works.
- The works are not expected to have LSE on the River Spey SAC. The works are also not expected to have a significant impact on the Creag Dubh SSSI or any other designated site.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.
- No in-combination effects have been identified.
- It is not anticipated that INNS will be encountered during the works however in the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.

Annex A

"sensitive area" means any of the following:

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

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