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Environmental Impact Assessment Record of Determination

A86 Pitmain Farm

Contents

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out drainage improvement works along a section of the A86 trunk road, on the outskirts of Kingussie. The works involve:

- Four side entry gullies will be replaced with five top entry gullies, which will discharge into a new drainage pipe (approximately 140m long) installed parallel to a cycle path, discharging into Pitmain Burn. Chambers at either end of the pipe will be installed for maintenance.
- Blocked/severed gully tails will be replaced.
- A headwall outlet will be replaced.
- Approximately 30m of K1 kerbing will be replaced/installed.

Works are required as four gully tails are blocked and contributing to localised flooding on the A86 and adjacent cycle path. Works are currently programmed to commence on 02 February 2026 (still to be confirmed) for a duration of 12 days by utilising daytime working hours (07:00-19:00). Changes in the programme may result in a change to the proposed working hours/commencement dates.

Traffic management (TM) will involve single lane closures with two-way temporary traffic lights in place, as well as a section of the cycle path will need to be closed and redirected. Local access will be accommodated within the TM as much as is reasonably practicable.

Location

The scheme is located on a semi-rural stretch of the A86, on the outskirts of Kingussie, within the Highland Council local authority area (Figure 1). National Grid References (NGRs):

- Start: NH 74863 00427
- End: NH 74715 00398

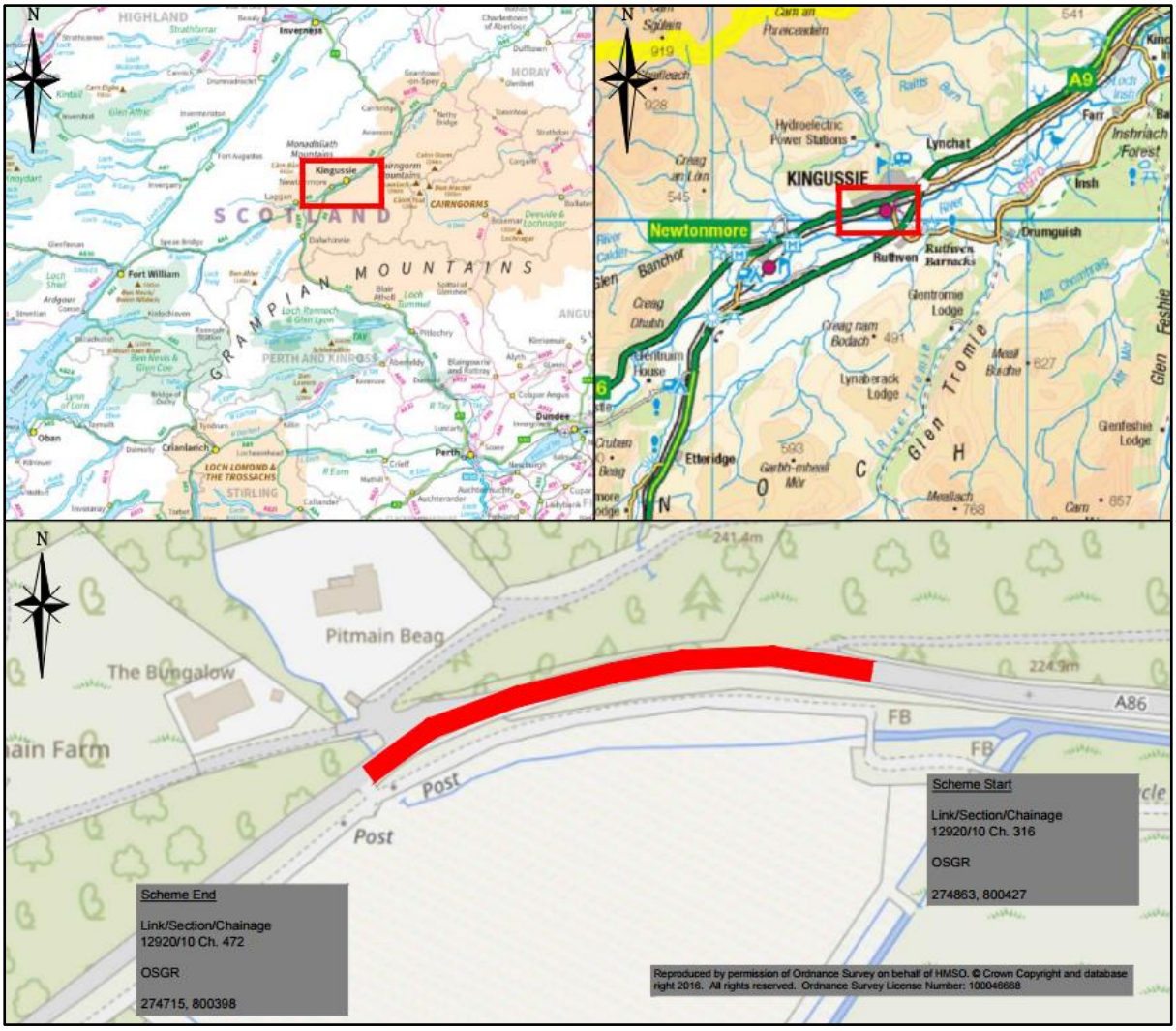

Figure 1. Scheme location

Description of local environment

Air quality

There are no Air Quality Management Areas (AQMA) which have been declared by the Highland Council within 10km of the scheme (Air Quality Management Areas).

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

There are no air pollutant release sites listed on the Scottish Pollutant Release Inventory (SPRI) within 10km of the scheme (Scottish Pollution Release Inventory).

Baseline air quality for this scheme is primarily influenced by traffic along the A86 trunk road. Secondary releases are likely delivered by land management within the wider area.

Cultural heritage

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

According to PastMap, one feature of lesser cultural heritage value (those which are listed on the National Records of the Historic Environment (NRHE) and Historic Environment Record (HER) databases) is located within 300m of the scheme: NRHE and HER 'Pitmain Burn' (reference 140053), lies approximately 250m northwest of the scheme.

Landscape and visual effects

The scheme does not fall within a National Scenic Area (NSA) (Scotland's Environment). However, the scheme does fall within Cairngorms National Park (NatureScot Site code: 8623) which is designated for the following Special 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.

Landscape Character Type for the scheme is listed as 'Upland Strath' (LCT 127 - Upland Strath).

Land use (HLAMap) within 300m of the scheme extent is classified as:

- Rectilinear fields and farms

- Managed woodland
- Plantation
- Urban (Kingussie town)
- Rough grazing

The land surrounding the trunk road is classified as 4.2 ('Land capable of producing a narrow range of crops, primarily on grassland with short arable breaks of forage crops') (Scotland's Soils).

The A86 trunk road connects Spean Bridge and Kingussie. It commences at the A86 / A82 junction within Spean Bridge leading generally north-eastwards for 65 kilometres to its junction with the A9. The A86 is a single carriageway along its length.

Biodiversity

The scheme lies approximately 790m north (approximately 1km upstream) of designated sites River Spey Special Area of Conservation (SAC) (NatureScot Site Code: 8365), Insh Marshes SAC (NatureScot Site Code: 8274) and River Spey – Insh Marshes Special Protection Area (SPA) (NatureScot Site Code: 8571)/RAMSAR (NatureScot Site Code: 8452).

Due to proximity and hydrological connectivity of the works to these designated sites, a Habitats Regulations Appraisal (HRA) has been produced. Refer to the relevant assessment section below for details.

There are no locally or nationally designated sites for biodiversity such as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserves (LNRs) within 300m of the scheme (SiteLink).

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

The NBN Atlas holds the following records of invasive native perennial plant species (denoted by *) and injurious plant species (as listed in the Network Management Contract (NMC)) using the same search criteria:

- Broad-leaved dock (*Rumex obtusifolius*)
- Common Ragwort (*Jacobaea vulgaris*)
- Creeping thistle (*Cirsium arvense*)
- Rosebay willowherb (*Chamerion angustifolium*)*
- Spear Thistle (*Cirsium vulgare*)

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.

Habitats to the south of the A86 carriageway includes open fields primarily used for livestock grazing with freshwater provided by 'Pitmain Burn'. To the north of the A86 carriageway beyond the residential properties dominates densely planted woodland.

There is one area of ancient woodland located 270m north of the scheme extent. It is designated as 'Long-Established (of plantation origin)' (Ancient Woodland Inventory).

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

A Preliminary Ecological Appraisal (PEA) was undertaken by the BEAR Scotland NW Environment Team on 11 December 2025.

Geology and soils

Bedrock geology (BGS Geology Viewer) within the scheme consists of 'Loch Laggan Psammite Formation – Psammite, micaceous'.

Superficial deposits (BGS Geology Viewer) within the scheme consists of:

- Alluvium – Clay, silt, sand and gravel
- Glaciofluvial Sheet Deposits – Sand, gravel, and boulders

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

Soils within the scheme extent are recorded as being of Carbon and Peatland 'Class 0', class is associated with mineral soil where peatland habitats are not typically found in such soils (Carbon and Peatland Map).

There are no Geological Conservation Review Sites (GCRSs) or SSSIs designated for geological or earth sciences within 300m of the scheme (SiteLink).

Material assets and waste

The drainage improvement works are required to mitigate flooding of the A86 carriageway during periods of heavy rainfall. Materials used will consist of:

- Carrier pipe
- Gullies
- Filter material
- Kerbs

Soil excavated from embankment will be reused within the site. Waste generated by the clearing of the gullies will be removed from site and disposed of in a licensed waste facility.

The nearby BEAR Scotland Kingussie depot will be used as a site compound.

Noise and vibration

A search of Scotland's Noise Map returned modelled noise records for average noise levels in the day-evening-night (LDEN) within the A86 and its verges ranging between 63 and 67dB at the scheme extents.

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (TNAP) (Transportation Noise Action Plan-2019-2023).

Given the rural nature found within the scheme, it is considered likely that the baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A86 and railway line, which lies approximately 135m south of scheme extents.

Population and human health

The scheme lies on the western outskirts of the rural town of Kingussie, which lies approximately 19km southwest from Aviemore within the Highland Council region. Approximately 20 residential properties are located within 300m of the scheme extent. The closest property lies approximately 30m northwest from the A86 carriageway, with roadside verge screening provided by trees and vegetation. Access to the property is via the A86 carriageway within the scheme extent. One other access point to residential properties is located on the eastbound carriageway within the scheme extents.

A paved pedestrian footpath is located along the westbound carriageway which runs the length of the scheme extents.

The National Cycle Network (NCN) route 7 (OS Maps) is located adjacent to the westbound carriageway, throughout the scheme extents.

Two Core Paths (Highland Council; Path references: LBS80 & LBS799), and one walking route listed on WalkHighlands (Kingussie and Newtonmore via Loch Gynack) are located within the scheme extents.

The Highland Mainline railway (with associated land) forms a corridor to the south of the A86 throughout the scheme extent (135m at its nearest point). There are no laybys, bus stops, or other public services found within the scheme.

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

Transport Scotland's manual data counter (site name: ATC01052) located 350m southwest from the scheme, recorded an annual daily total (ADT) of 2830 motor vehicles in 2023 (no data available for 2024), of which 14% were Heavy Goods Vehicles (HGVs) (Transport Scotland).

Traffic Management will consist of lane closure with temporary traffic lights as well as a section of the adjacent cycle path will need to be closed and redirected.

Road drainage and the water environment

Pitmain Burn (unclassified by SEPA) is spanned by the A86 at the western extent of the scheme. In addition, the new drainage will discharge into an existing outlet at the bank of the Pitmain Burn . Pitmain Burn is a waterbody visible on the 1:50,000 OS maps (SEPA OS Open Data map).

Pitmain Burn discharges into the River Spey – Spey Dam to Loch Insh (ID: 23142) approximately 1km south of the scheme extents. The River Spey – Spey Dam to Loch Insh is a river in the Scotland river basin district and forms a part of the River Spey SAC, Insh Marshes SAC, River Spey – Insh Marshes SPA/RAMSAR sites. It was awarded an overall status of 'moderate' in 2024 by SEPA under the Water Framework Directive 2000/60/EC (WFD) (Water Classification Hub).

The River Gynack (ID: 23137) lies 830m east of the scheme extent and is part of the River Spey SAC. It has been awarded the status of 'moderate'. There is no hydrological connectivity between the scheme and the River Gynack.

Upper Spey Sand and Gravel (ID: 150814) is a groundwater body in the Scotland river basin district which underlies the scheme. It was awarded an overall status of 'good' in 2024 by Scottish Environmental Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) (Water Classification Hub).

A number of minor tributaries and drainage ditches lie within 300m of the scheme.

The A86 carriageway within the scheme falls within an area that has sections with high likelihood of surface water and small watercourse flooding (10% chance each year) (SEPA Flood Maps).

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. The main sources are likely to be dust generated by dredging and breaking out of materials, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions to be emitted to the atmosphere. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- Ancillary plant, vehicles and non-road mobile machinery (NRMM) will be 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., by engineer or Clerk of Works) will take place when activities generating air pollution are occurring. In the unlikely event that unacceptable levels of air pollution are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- 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).

Cultural heritage

There is one feature of lesser cultural heritage interest within 300m of the scheme; any excavation works associated with the drainage works are restricted to the already engineered carriageway boundary, and as such, the potential for exposure of unrecorded cultural heritage features is considered to be negligible. Construction of the A86 road corridor is likely to have removed any archaeological remains that may have been present.

As standard, the following good practice measures will be in place to reduce the risk of impacts to undiscovered features of cultural heritage interest:

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland NW Environment Team contacted for advice. Historic Environment Scotland (HES) will be notified as required.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot. There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.

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

Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. There will be minor permanent change to local landscape due to installation of the new road drainage system. However, all change is confined to the A86 trunk road boundary and will be within the character of the road. In addition, people, ancillary plant, vehicles and materials will be restricted to areas of made/engineered ground on the A86 and associated drainage/headwall; and the works will be of short duration (12 days). As such, the temporary visual impact of the works will be somewhat reduced and there will be no residual impacts i.e. when complete, the visual appearance will remain largely unaffected with new and/or renewed drainage being the only change. Cairngorms National Park will be notified of the proposed works and advised of the design in advance.

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

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Cairngorms National Park 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 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

The scheme is located 1km upstream of the River Spey SAC, Insh Marshes SAC, River Spey-Insh Marshes SPA and River Spey-Insh Marshes RAMSAR site. Due to the proximity of the works to the designated sites, an HRA was conducted.

Assessment for the designated features of the River Spey-Insh Marshes SSSI was included as part of the HRA. The conclusions were as follows:

- No works will take place within the designated sites.
- No Likely Significant Effects (LSE) arising from the drainage improvement works on the qualifying features of the designated sites were identified. This conclusion is based on the distance between the works and the designated sites, which provides a sufficient dilution and attenuation of any potential contaminants, together with the implementation of robust containment and pollution prevention measures throughout the works. No cumulative or in-combination effects of the works are expected on the qualifying features of the designated sites.

Although no protected species were identified in proximity to the scheme during the survey, the habitat in the vicinity of the works does provide suitable habitat for a variety of species.

Activities undertaken on site could potentially have temporary adverse impacts on biodiversity in the area as a result of increased vehicle presence and the potential for disturbance to protected species and pollution of habitats. However, works are restricted to the A86 drainage system and the number of construction vehicles and construction operatives required on site is low given the scale and scope of the works. Any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle, pedestrian and NMU movements on the A86 and nearby cycle path. Furthermore, the scheme is of short duration (12 days), will move

progressively along the scheme extent, and will be undertaken during a daytime working pattern. The potential for significant species disturbance within the area of construction is therefore considered to be low.

Pollution controls and good practice measures to reduce impacts of the works on the local environment will be detailed in the SEMP and adhered to on site. The following mitigation measures will be put in place to minimise impacts on biodiversity features in the area:

- A pre-works check for protected species will be undertaken within two weeks prior to the start of the works.
- Works will be strictly limited to areas required for access and to carry out the works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- All construction operatives will be briefed through toolbox talks prior to works commencing, which will be included in the SEMP. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species,
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team. If required, NatureScot will be contacted for advice.
- 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 impacts associated with the proposed works are unlikely to be significant. This receptor is not considered further in this RoD.

Geology and soils

The works will involve minor excavations within the trunk road verge in preparation for the replacement/installation of new gullies, headwall and kerbs and all excavated material will be reused on site where possible. Therefore, the works are not

anticipated to have an adverse impact on geology and soils. However, the following mitigation measures will be adhered to on site:

- Excavated material will be kept to a minimum and reused on site where possible. Any waste material will be disposed of in a licenced waste facility.
- The parking of machinery/vehicles and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- All relevant soil management toolbox talks will be included in the SEMP and sediment control measures will be in place to prevent soil erosion and loss of containment.
- Additional pollution prevention measures as outlined in the 'Road drainage and the water environment' section will be adhered to on site.

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.

- 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.

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, and the proximity of road space suggests that residents within the local area will have a degree of tolerance to noise and disturbance. Works will also be completed over 12 days and move progressively along the 175m stretch of A86 carriageway. Works will be conducted utilising a daytime working pattern. Noise is not likely to be a defining feature of the works based on the proposed working activities and potential to induce worst-case scenario noise and vibration will also be intermittent, temporary and short-lived.

The following mitigation measures will be put in place:

- Local residents that are likely to be affected by the works will be notified of the works in advance, likely by letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.

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

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

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on local residents, vehicle travellers, and non-motorised road users (NMUs) as a result of construction presence, and associated noise and delays due to traffic management measures. However, no significant congestion issues are noted during the proposed construction hours and, although increased journey times may occur, these are considered insignificant considering the relatively low traffic count on this section of the road. In the event of local access restrictions to residential properties, access will be granted as requested. A section of the closed cycle path will be redirected. Access to any NMU facilities located within 300m of the scheme will be maintained

There are approximately 20 residential properties in total in proximity to the scheme, with the closest being 30m from the works and screened by intervening vegetation. Therefore, there is potential for disturbance from noise and vibration.

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

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Local access will be granted as required.
- Any changes of schedule will be communicated to local residents throughout the programme.

- Given the proximity of the works to residential properties, the toolbox talk 'Being a Good Neighbour' will be briefed prior to works commencing.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- 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 indirect impacts on the water environment due to operation within the drainage system with connectivity to Pitmain Burn which discharges into the River Spey, approximately 1km downstream, and can lead to potential changes in water quality from pollution events (either by loss of containment, particulate matter, chemicals, fuels, or by mobilisation of these in surface water caused by rain).

The works include construction and maintenance of land drainage works (road drainage) that do not affect a natural watercourse, and as such, the works do not require authorisation from SEPA. However, the following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will involve drainage works only and no in-stream works in any classified water body will be permitted.
- Works will adhere to SEPA General Binding Rules (GBRs); in particular GBR6, GBR7 and GBR9.
- Standard working practices to comply with the Environmental Authorisations (Scotland) Regulations 2025 (EASR) 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.
- A toolbox talk on silt and sediment containment will be delivered to all site staff as part of the site induction.
- 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 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

During the works there is potential for impacts such as a result of the emission of greenhouse gases through the use of equipment, vehicles, material use, and production and transportation of materials and wastes. Considering the nature, short-term duration, size and scale of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be low.

Proposed climate mitigation measures:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gases emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

Vulnerability of the project to risks

It is expected that the risk of flooding on the A86 at the scheme extent and on the adjacent cycle path will be reduced following the works, by improvement of drainage and the clearing of existing culverts.

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

Works are restricted to areas of made/engineered ground of the A86 trunk road boundary and its drainage system, with access to the scheme gained via the A86. TM will involve single lane closures with two-way temporary traffic lights. A section of NCN route 7 will be closed with NMUs redirected. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup where possible.

The works will not result in any change in vulnerability of the A86 carriageway or active travel route to risk, or in severity of major accidents/disasters that would impact on the environment.

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 CNP Planning Portal and Highland Council Planning Portal identified one planning application within 300m of the scheme within the last six months. This is the erection of a garage which has not yet been approved and is not likely to overlap with the timing of the works.

A search of the Scottish Roads Works Commissioner website (Map Search) has identified that there are no roadworks planned for the same period as the proposed works and no cumulative effects are anticipated with any other developments in the vicinity.

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

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

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

Assessments of the environmental effects

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

An HRA Proforma was conducted due to proximity and ecological connectivity with the River Spey SAC, Insh Marshes SAC, River Spey-Insh Marshes SPA/RAMSAR Site. The assessment concluded that, with appropriate measures in place, no LSE of the works were identified on the qualifying features of any of the designated sites.

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) do not exceed 1 hectare in area, however is situated in whole or in part in 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 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 localised to the trunk road drainage improvement works, along a 175m section of the A86 trunk road.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area, outwith those detailed in the HRA Proforma.
- The risk of major accidents or disasters is considered to be low.

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Residual impacts are considered to be beneficial for the travelling public which may use this stretch of carriageway. In addition, improved drainage will improve road safety following the works.

Location of the scheme:

- The scheme lies fully within the existing A86 trunk road boundary. The works have hydrological connectivity with the River Spey SAC, Insh Marshes SAC, River Spey-Insh Marshes SPA and River Spey-Insh Marshes RAMSAR site. Due to the localised, minor nature of the works and appropriate mitigation measures, no LSE are predicted on the qualifying features of the designated sites, as concluded in the HRA.
- The scheme is located within the Cairngorms National Park, and the Authority will be notified of the proposed works.
- There are no GCRS or a geologically designated SSSIs within 300m of the works.
- There is one feature of lesser cultural heritage value within proximity to the scheme; however the scheme is not located within any sites of historical, cultural or archaeological importance.
- No site compound is required. The nearby BEAR Scotland depot in Kingussie will be utilised.

Characteristics of potential impacts of the scheme:

- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Residual visual impacts will be localised to the existing A86 and drainage system and are not considered to be significant.
- Works are programmed to be of short duration and undertaken during day-time hours; the works will also move progressively along the scheme
- The SEMP will include plans to address environmental incidents.
- 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.

- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- A pre-works check will be undertaken within two weeks prior to the start of works.
- No in-combination effects have been identified.

Annex A

"sensitive area" means any of the following:

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

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