



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A86 Murlaggan (Roybridge) Landslip Remedials**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out landslip remedial works on a stretch of the A86 carriageway within Murlaggan (Roybridge) in response to recent landslide events that have caused damage to ditches, culverts, and verges.

The works will involve various landslip remediation works across three sites, with a total length of approximately 420m. The scheme covers an area of approximately 0.8ha. The proposed works include:

#### West Section – Site 1

- Remove old headwall on eastbound verge, extend pipe and provide new headwall. Set back from carriageway to avoid VRS requirement if possible.
- Excavate (deepen) existing watercourse on eastbound verge and reinstate stone revetment bank where possible. If not possible, alternative bank reinforcement (such as gabions) may be required.
- Reduce height of bund separating watercourse from road (subject to deepening of ditch).
- Reinstall existing ditch in the north verge to the east and west of the culvert.
- Seed adjacent reinstated slope.
- Remove stockpile on westbound verge once Jacobs have sampled/ tested if required.

#### Centre Section (at cottage) – Site 2

- Extend pipe and provide new eastbound verge headwall. Set back from carriageway to avoid VRS requirement if possible.
- Excavate reprofiled water course (eastbound) to be deeper while maintaining shallow bank slopes and remove surplus landslip material.
- Clear debris and landslip material from culvert outlet.
- Remove trees and create a ditch in the north verge (approximately 60m length) from watercourse 1 west to watercourse 2 to provide an overspill should the culvert become blocked again.

#### East Section – Site 3

- Jet pipe across Tilhill forestry access junction.
- Replace destroyed verge filter drain from Tilhill access 30m west to 600 diameter (approximately) culvert (watercourse 1).

- Extend pipe from 2 no. culvert inlets (watercourse 1 and 2) and install inspection chamber. Possibly deepen downstream ditch if landowner agreement can be obtained.
- Dig out infilled verge ditch in the north verge from watercourse 1 approximately 80m west to tie into existing ditch.
- Reinstate washed out/collapsed embankment slope in the south verge near watercourse 3 outlet.
- Remove pile of material (approximately 30t) from adjacent east culvert inlet and remove from site.
- Topsoil verges.

Main plant will include excavators, tipper trucks, pick-up, and breakers. A welfare unit with generator may be required on site, and heavy goods vehicles (HGVs) will be required for transport of materials and wastes.

The works are currently programmed to begin in summer 2024, with a duration of approximately 5-6 weeks of daytime working hours (07:00-19:00), with exact start date, duration, and working hours to be confirmed.

Traffic management (TM) will consist of a single lane closure with temporary traffic lights (TTLs) and a 30mph speed restriction. Site access and plant storage will be within the TM. If the programme changes, this may result in amendments to the exact TM requirements.

## Location

The works are located along the A86 carriageway near Murlaggan (Roybridge), within the Highland Council area (Figure 1). The scheme has the following approximate National Grid References (NGRs):

- Site 1 (Start): NN 31929 80942 / Site 1 (End): NN 32011 80934
- Site 2 (Start): NN 32936 80818 / Site 2 (End): NN 33088 80855
- Site 3 (Start): NN 33336 80951 / Site 3 (End): NN 33585 80968

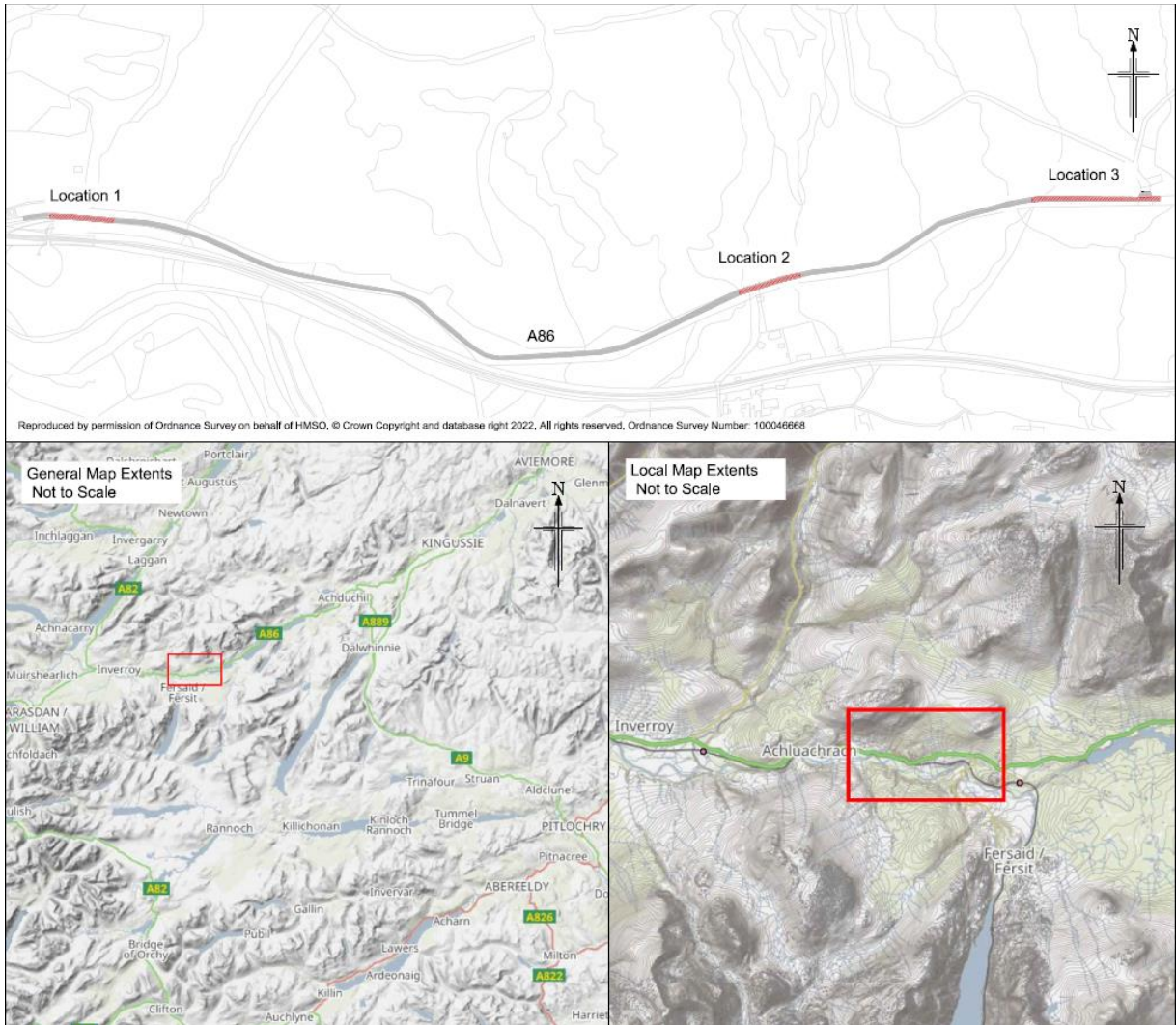


Figure 1 - Location and scheme extent of the proposed works at A86 Murlaggan.

Source: BEAR Scotland: '23-NW-0901-062-001 A86 Murlaggan Location Plan'

## Description of local environment

### Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) declared by the Highland Council and there are no Air Quality Monitoring Stations (AQMS) within 10km of the proposed works. The closest AQMS is ~20km southwest of the scheme in Fort William, where Ozone (O<sub>3</sub>) and Nitrogen Dioxide (NO<sub>2</sub>) levels were recorded to be low at the time of search. The scheme is in a more rural area with lower levels of traffic flow, and as such it is expected that the air pollution levels within the scheme are lower than at the Fort William station ([Air Quality Scotland](#)).

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) within 10km of the proposed works ([Scottish Pollutant Release Inventory](#)).

Annual Average Daily Flow (AADF) at the nearest traffic monitoring point on the A86 (approximately 10km east of the scheme) was estimated at 967 total vehicles in 2022, 7.34% (71) of which were heavy goods vehicles (HGVs) ([Department for Transport](#)).

### Cultural heritage

There are two cultural heritage sites within 300m of the scheme extents. Both sites, 'Murlaggan' and 'Tulloch' are listed as both Canmore and Historic Environment Records (HERs) and lie 275-300m from the scheme extent. ([PastMap](#))

No Listed Buildings, Scheduled Monuments, Garden & Design Landscapes, Conservation Areas, Battlefields, or World Heritage sites were identified within 300m of the scheme ([PastMap](#)).

The construction of the A86 trunk road will likely have impacted any items of cultural heritage interest present.

Due to lack of cultural heritage assets within the scheme footprint, the proposed project does not carry the potential to cause direct or indirect impact to cultural or archeological features. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

### Landscape and visual effects

The scheme does not fall within any National Parks (NP) or National Scenic Areas (NSA) ([NatureScot](#)).

This scheme lies within a rural area, with Historic Environment Scotland's Land Use Map ([HLAMap](#)) highlighting the surrounding landscape to consist of a combination of plantation, managed woodland and urban areas, and rough grazing. The A86 carriageway forms an engineered corridor in the landscape. The railway line (Tulloch to Roy Bridge) runs adjacent to the A86 along the scheme extent within 20-25m of the carriageway at its nearest point.

The Landscape Character Type (LCT) for the scheme extent is recorded as 'Broad Forested Strath' (LCT no. 235) ([NatureScot](#)), which is characterised by:

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

## Biodiversity

The scheme extent lies within the 'Parallel Roads of Lochaber' Site of Special Scientific Interest (SSSI), which is designated for earth science features ([NatureScot](#)).

No European Sites are recorded within 2km of, or share connectivity with, the scheme.

Additionally, bird species were also recorded on NBN within 2km over a 10-year period. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected.

The NBN Atlas holds no records of invasive non-native species (INNS) of plants, injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual, under the same search criteria as above.

Transport Scotland's Asset Management Performance System (AMPS) returned no records of any INNS, injurious weeds or invasive perennials of plants within 300m of scheme extents.

On the Ancient Woodland Inventory (AWI) ([NatureScot](#)) there are three areas within 300m of Site 1 and a further three areas located within 300m of sites 2 and 3. All six



woodlands are listed as 'ancient (of semi-natural origin)', with the closest being within 5m of scheme extents.

There are no Tree Protection Orders (TPO) in place within 300m of the scheme ([Scotland's Environment Web](#)).

Habitats in proximity to the scheme extents are dominated by mixed woodlands and open pastures. The River Spean lies between 150-500m south of the scheme extents and provides a freshwater habitat to the area, with numerous minor watercourses culverted under the A86 and outflowing into the river.

Due to the nature of the works and habitat suitability for protected species, in February 2024, an ecological site visit was carried out by the BEAR Scotland Northwest (NW) Environmental Team. During this site visit a Preliminary Ecological Appraisal (PEA) and Preliminary Roost Assessment (PRA) were carried out.

No INNS of plants or injurious weeds were identified.

## Geology and soils

The scheme extent lies within the 'Parallel Roads of Lochaber' SSSI, which has been designated for the following earth science features ([NatureScot](#)):

- Fluvial Geomorphology of Scotland:
  - The latest assessed condition of this feature was recorded as 'favourable maintained' in July 2022.
  - No negative pressures of this feature are recorded.
- Quaternary of Scotland:
  - The latest assessed condition if this feature was recorded as 'partially destroyed' in July 2022.
  - Development and dumping/storage of materials are recorded as negative pressures on this feature.

'Glen Roy and the Parallel Roads of Lochaber' Geological Conservation Review Site (GCRS) related to the above SSSI overlaps the schemes footprint.

Soils within the scheme extent are recorded as 'Humus-iron podzols' and 'Peaty gleyed podzols' ([Scotland's Soils](#)). However, due to the vicinity of works to the trunk road and disturbed soil at the scheme location due to landslides, it is considered unlikely that the thin top layer of peat associated with this soil will be intact in the areas of works. This was also confirmed during the site visit in February 2024; the soil layers at the sites were mainly absent with gravelly substrate dominating the ground surface.

The scheme is located within a 'Class 0' soil category of carbon and peatland importance; peatland habitats are not typically found on such soils ([Scotland's Soils](#)).

Bedrock with the scheme extents are comprised of 'Loch Treig Schist and Quartzite Formation' (pelite) and 'Inverlair Psammite Formation' (micaceous psammite and feldspathic quartzite) – both are metamorphic bedrocks ([BGS Geology Viewer](#)).

Superficial deposits within the scheme are recorded as: 'Hummocky Glacial Deposits' (diamicton, sand and gravel), 'Till, Devensian' (diamicton), 'Glaciofluvial Deposits' (gravel, sand and silt), and 'Alluvium and River Terrace Deposits' (gravel, sand, silt and clay) ([BGS Geology Viewer](#)).

## **Material assets and waste**

The proposed works involve repairs following landslip damage to verges, ditches and culverts and installation of new measures to prevent future landslips. Materials used will consist of:

- Imported type B filter material.
- Geotextile membrane.
- Twin wall drainage pipe.
- Precast headwalls.
- Class 5B topsoil.
- Petrol and/or diesel.
- PPE, first aid and spill kits.

Wastes are anticipated to be:

- Unacceptable fill and filter material washout by landslides.
- Damaged headwalls and/or drainage pipes.
- Cleared vegetation.

All waste material will be disposed of at a licensed waste facility.

The scheme value does not exceed £350,000 and as such a Site Waste Management Plan (SWMP) is not required for this scheme.

## **Noise and vibration**

Residential, community and commercial receptors – refer to the 'Population and Human Health' section below.

The works do not fall within a Candidate Noise Management Area (CNMA), as defined by the Transportation Noise Action Plan ([TNAP](#)).

No noise modelled data is available for the scheme extents ([Scotland's Noise Scotland's Environment](#)). Baseline noise levels within the scheme are likely to be primarily influenced by traffic travelling along the A86 trunk road, with secondary influences from nearby trainline and forestry management practices.

## Population and human health

There is one residential estate located within 300m of the scheme extents. 'Tulloch Farm' contains six self-catering holiday properties, spread across the area of land with the nearest being 70m from the A86 carriageway (at Site 2), with no acoustic or visual screening features present between the proposed works and this property.

The access road to these properties lies within scheme extents at Site 2. The main access route to the Tilhill forest lies immediately east of the Site 3.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), core paths ([Scotland's Environment](#)), or walking routes listed on WalkHighlands ([WalkHighlands](#)) within 300m of the scheme extent. There are no paved footpaths, bus stops, or other pedestrian facilities within scheme extents.

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.

Traffic Management (TM) will consist of single lane closures with two-way temporary traffic lights and a 30mph speed restriction in place.

## Road drainage and the water environment

The River Spean (Lochy to Laggan Dam) (ID: 20346), in the River Lochy catchment of the Scotland river basin district, is located approximately 80m south of the scheme extent at its closest point. The Scottish Environment Protection Agency (SEPA) classified this water body as having an overall status of 'Good ecological potential' in 2022 ([SEPA Water Classification Hub](#)).

Numerous unclassified waterbodies (minor tributaries and drainage ditches) are culverted beneath the A86 trunk road within the scheme extents and discharge into the River Spean.

The scheme extent falls within the 'Upper Glen Coe' (ID: 150693), and 'Spean and Lochy Sand and Gravel' (ID: 150776) groundwater bodies, which are both classified by SEPA as having an overall condition of 'Good' in 2022 ([Scotland's Environment](#)).

No areas within scheme extents have been highlighted as having risk of river or surface water flooding ([SEPA Flood Maps](#)).

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act included a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

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

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

## Policies and plans

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

## Description of main environmental impacts and proposed mitigation

### Air quality

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

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the scheme will be maintained in order to minimise emissions, as per manufacturing and legal requirements. No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning 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.

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

### Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of obstructed views due to vehicles and

machinery. Works will be restricted to the A86 carriageway boundary, in addition to works on six watercourses within scheme extents. Permanent visual change will occur due to the installation of gabion baskets, new culvert headwalls, and drainage ditching in some areas, however, these will be localised to the current areas of landslip damage adjacent to the A86 carriageway and will be within visual character of the existing trunk road

Land use will not change as a result of the works, and the works will not result in any major residual change to the visual amenity of the local landscape. The following mitigation measures will be put in place during works:

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

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 proposed works 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.

All works will be restricted to the A86 carriageway boundary and culverted watercourses previously identified for debris removal, grey-bank reinforcement, and/or culvert alteration. There are no significant earthworks associated with the scheme (minor verge buildout and drainage ditching at Site 2), and the scheme does not require permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

The habitat in proximity to the scheme provides foraging opportunities for a variety of species. Activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

All trees and vegetation due to be felled were inspected during the PRA (carried out by BEAR Scotland in February 2024) and pre-works nesting bird checks/pre-construction walkover will confirm the absence of any active nests/dreys before felling occurs.

Working methods have been designed to limit potential pollution events and will utilise a number of mitigation measures such as silt fencing for any works within the waterbodies. Additional mitigation measures are given below which will be in place during the works.

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

- Silt fencing, silt matting, and silt wattles, or similar silt mitigation, will be used on site to prevent sedimentation travelling downstream of the scheme extents.
- Works will be strictly limited to areas required for works and access. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No works will commence until all ecological surveys listed in above 'Biodiversity' baseline section have been completed, with results confirmed, and any additional protected species licences (which may be required as a result of survey findings) are obtained.
- 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 shall be reported to the BEAR Scotland Environment 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.

- Any temporary lighting used during periods of low light levels will be directional and will avoid spilling into sensitive areas where possible.
- If fencing is utilised at any point during the works, a gap of 200mm from ground level will be provided, allowing free passage for mammals, and preventing entrapment.

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

## Geology and soils

The scheme is located within the Parallel Roads of Lochaber SSSI, and the Glen Roy and the Parallel Roads of Lochaber GCRS, which have been designated for earth science/geological features. The works will be restricted to the existing A86 carriageway boundary and culverted watercourses, and will involve the following Operations Requiring Consent as listed by NatureScot ([NatureScot](#)):

- Ref No. 21 – ‘Construction, removal or destruction of tracks, walls, fences, hardstands, banks, ditches, or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground’.
- Ref No. 24 – ‘Modification of natural or man-made features’.

BEAR Scotland will apply for SSSI consent from NatureScot and await confirmation of consent before any works commence.

It is not anticipated that any changes to the SSSI and GCRS will occur by virtue of the following factors:

- There is no requirement for significant earthworks, land take (or resources) or site clearance associated with the scheme and the works are limited to the existing A86 carriageway boundary, and culverted watercourses.
- Works will follow best practice and will not promote the known negative pressures on the features; no development or dumping/storage of materials will occur out with the existing engineered carriageway boundary.
- Standard good practice measures, like containment measures for working near water, to prevent water and soil pollution will be detailed in the SEMP and adhered to on site.

All works are confined to the A86 carriageway boundary and adjacent highlighted watercourses. No significant earthworks are expected as part of these works, however minor verge build-out and drainage ditching may result in localised and minor soil exposure or disturbance. The following measures will be applied on site:



- Excavated material will be kept to a minimum and spread evenly within the banks of the watercourse along the scheme extents.
- The parking of machinery/vehicles and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e., damage to the waterbodies banks) will be reinstated as much as is practicable.
- 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 eroding into the unnamed watercourses and travelling further down to River Spean.
- Additional pollution prevention measures as outlined in Road drainage and the water environment will be adhered to during construction.

With the above mitigation measures in place, it is anticipated that any geology and soils effects associated with the proposed works are unlikely to be significant, and no changes are anticipated to the designated features of the SSSI/GCRS as a result of proposed works. 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 will 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 undertaken where possible, and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.

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

## Noise and vibration

Construction activities associated with the proposed works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ daytime working patterns, and several accommodation properties (Tulloch Farm) fall within 300m of the scheme in proximity to Site 2. Works duration will be approximately 5-6 weeks; however, it will be transient across the three sites over the works duration.

Due to the localised nature of the works, the proposed scheme is anticipated to result in temporary minor noise impacts during the construction programme. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- Residents within 300m of the scheme will be notified in advance of the works, likely by a letter drop. This notification will include details of proposed nature, timings, and duration of the works, and a 24-hour contact number for the BEAR Scotland Control Room.

- The Environmental Health Officer (EHO) for The Highland Council will be notified if night works are required.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

## **Population and human health**

During construction, activities undertaken on site 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.

Tree felling works within the Tilhill forest, which main access route lies immediately east of Site 3, is currently under way and as such consultation with the forestry management team will be undertaken prior to installation of TM.

Local access will be granted where required. Road users and local bus operators will be informed of works through a media release, which will provide details of construction dates and times. The works will have an approximate duration of 5-6 weeks in total, and will move progressively along the full scheme extent. 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.
- Any changes of schedule (e.g. change from daytime works to night-time works) will be communicated to local receptors throughout the programme.

- 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](http://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 proposed works, permanent changes will occur to the local water environment as a result of dredging, grey bank reinforcement, drainage ditching, and culvert extension, across various watercourses within scheme extents. Due to this, consultation with SEPA has been undertaken, and it was confirmed that registration of the works will be required under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) ('CAR'). No further authorisation has been advised by SEPA. Registration will be undertaken prior to commencement of the works.

There is also 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/flooding) 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:

- Any conditions outlined in advised authorisation (Registration for Activity G & Activity O) from SEPA will be enacted on site during the works. A copy of any authorisation will be retained on site and made available for inspection as required.
- All conditions of SEPA's General Binding Rules (GBRs) 6,9, 10b, and 13 ([The CAR Practical Guide](#)) will be adhered to during works.
- Pollution control measures, including relevant SEPA Pollution Prevention Guidelines (PPGs) and Guidance for Pollution Prevention (GPPs), as well as other good practice measures for working in or near water, will be detailed in the SEMP and adhered to on site to prevent sediment or other materials entering the water environment.
- A toolbox talk on silt and sediment containment will be delivered to all site staff as part of the site induction.

- No discharges into any watercourses or drainage systems will be permitted and appropriate containment measures will be in place to prevent any loss of construction materials into the water environment (e.g. dust, debris, wet concrete). Any dust, concrete debris, or other materials produced during works will be contained and removed from site to be disposed of appropriately.
- Concrete works will be carried out within a dry working area. Pollution prevention measures will be in place to manage concrete (including any wash water), and prevent escape to the watercourse.
- Concrete pouring equipment and formwork will be inspected prior to release of any concrete. Piped distances for concrete will be limited to the minimum distance required.
- Any concrete washout of equipment will be carried out on an impermeable surface at least 10m away from drains and water bodies.
- Concrete and other materials will not be stored within the dry working area. Site staff will take only the minimum amount necessary to carry out works in the dry working area during each work period.
- Rock material to be placed within the watercourse will be washed off site prior to installation, to remove fine sediments.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers 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 contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not

bunded then drip trays shall also be supplied beneath the equipment with a capacity of 110%.

- All material within the compound area and works area will be stored on made ground and, where feasible, 10m away from potential pollution pathways such as drains and watercourses.
- Materials required within the area of works will be transported only as required. No stockpiling will occur within the dry working area or within 10m of the watercourse boundary.
- Any materials transported into the area of works will be temporarily situated on or within appropriate containment systems until ready for use.

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

## **Climate**

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

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

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

## **Vulnerability of the project to risks**

No areas of the A86 carriageway within scheme extents are recorded as being at risk of flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Works are restricted to the made ground of the A86 carriageway and the culverted watercourses. The proposed works are anticipated to last 5-6 weeks in total (across the three sites). TM will be designed in line with existing guidance and will consist of

a combination of single lane closure with temporary traffic lights and a 30mph speed restriction in place. No NMUs facilities are located within the scheme extents; any incidental NMUs will be escorted through the site.

A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

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

## Assessment cumulative effects

During construction, activities associated with the works may create several types of minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

A search of the Highland Council Planning Portal ([Map Search](#)) did not highlight any planning applications within 300m of the scheme.

There is potential for overlap in operations by BEAR Scotland and Tilhill forestry near Sites 2 and 3. However, as the forestry site is well established in the area, these overlaps (where they occur) will likely only cause potential minor, highly localised changes to the baseline noise and air quality in proximity to scheme extents, if forestry operations are undertaken within proximity of the A86 carriageway. TM will also take into account the proximity of works at Site 3 to the Tilhill forestry entrance junction to ensure minimal disruption is caused to their vehicle access. Therefore, no significant cumulative effects are anticipated.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has identified no other roadworks that are programmed during the works, or noted as being planned in the vicinity of the scheme in the next six months. Due to the nature of the proposed works, and absence of other developments in the vicinity or the works, there are no cumulative effects anticipated.

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 within this Record of Determination, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated within the Parallel Roads of Lochaber SSSI, which is a 'sensitive area' within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal 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 restricted to approximately 0.8ha of existing carriageway, adjacent verges, and watercourses.
- The works will be temporary, transient, localised, and completed during daytime hours on a rolling programme.



- Works are not expected to result in significant disturbance to protected species that may be present in the wider area. However, further surveys will be carried out prior to works commencing.
- The risk of major accidents or disasters is considered to be low.
- By repairing and improving areas of landslip damage, this will aim to reduce risk of further landslip/flooding events adjacent to the A86 carriageway within scheme extents, which will result in safer conditions for road users.
- No impacts on the environment are expected during the operational phase as a result of works.

**Location of the scheme:**

- Works are not located within an area designated for its specific landscape character or quality.
- The works will not result in any change to the qualifying features of the nearby SSSI or CGRS in which the scheme is situated. However, SSSI consent will be obtained prior to works commencing.
- 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.
- Any potential site compounds will be located on made ground.

**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, and non-significant.
- 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 upon completion.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- 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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