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Environmental Impact Assessment Record of Determination

A95 Dalvey Farm

Contents

Project Details	4
Description.....	4
Location	6
Description of local environment.....	7
Air quality	7
Cultural heritage	7
Landscape and visual effects	8
Biodiversity	8
Geology and soils	9
Material assets and waste	10
Wastes	10
Noise and vibration	11
Population and human health	11
Road drainage and the water environment.....	12
Climate	12
Description of main environmental impacts and proposed mitigation	14
Air quality	14
Impacts.....	14
Mitigation.....	14
Landscape and visual effects	15
Impacts.....	15
Mitigation.....	15
Biodiversity	16
Impacts.....	16
Mitigation.....	16
Material assets and waste	17
Impacts.....	17
Mitigation.....	17
Noise and vibration	18
Impacts.....	18
Mitigation.....	18
Population and human health	19

Impacts.....	19
Mitigation.....	19
Road drainage and the water environment.....	19
Climate	21
Vulnerability of the project to risks	21
Assessment cumulative effects.....	21
Assessments of the environmental effects	23
Statement of case in support of a Determination that a statutory EIA is not required.....	23
Annex A.....	25

Project Details

Description

The works are required to maintain the safety and integrity of the A95 carriageway at Dalvey Farm. This section of carriageway is currently exhibiting various areas of cracking, crazing and potholes, as well as wear and tear of road markings, missing road studs, channels and edgings.

Works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition, ranging from 40mm to 100mm across the length of the scheme.

The proposed construction activities for resurfacing will involve the following:

- Milling of existing bituminous material by road planer;
- Hand-held jackhammer and compressor for breaking up surfaces not accessible by planer;
- Loader/excavator used to collect and move excess material;
- Base/binder material laid and compressed (where required);
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Mechanical sweeper to collect loose material;
- Heavy Goods Vehicle (HGV) for removal and replacement of material; and
- Road markings replaced using an extrusion tool.

Materials Required for works are:

- TS2010 surface course;
- AC32 base;
- AC20 binder;
- Bitumen;
- Road paint; and
- Road studs.

The total area of works is approximately 6,814m² (0.6ha) across both sides of the single lane carriageway.

The proposed construction is programmed to be undertaken and completed within the 2025-2026 financial year. The works are expected to last 10 days and overnight working will be required.

Traffic Management (TM) to be utilised in the form of night-time lane closures with contraflow.

Location

The works are located on the A95 carriageway at Dalvey Farm, Highlands over an area of approx. 6,814m² with the National Grid References (NGR) detailed below. The scheme location is also illustrated in Appendix A- Figure 1.

- Scheme Start: NJ 10591 32176
- Scheme End: NJ 11532 32242

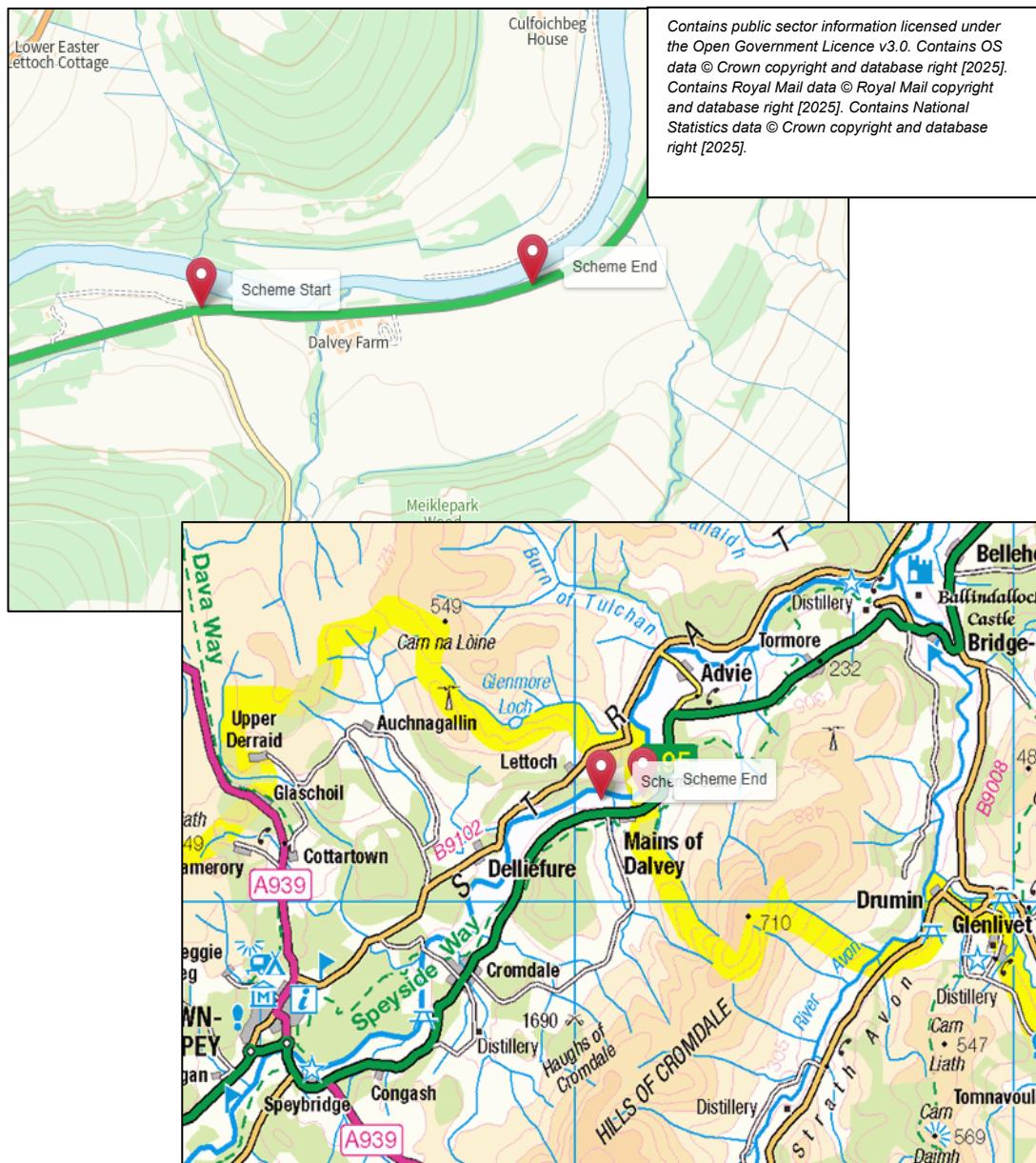


Figure 1. Scheme Location.

Description of local environment

Air quality

The scheme is located within the rural setting of the Highlands with the surrounding landscape consisting of areas of agricultural and small areas of woodland.

There are four residential properties within 200m of the works with the closest property, Dalvey Farm located approx. 15m south of the works.

Baseline air quality is likely influenced primarily by traffic along the A95 road network, with agricultural activities contributing as a secondary source. The [Average Annual Daily Flow](#) (AADF) in 2024 for the A95 carriageway located just outside the scheme extents (site no. 50997), accounted for 3,160 vehicles, with 402 of these being Heavy Goods Vehicles (HGV).

The Highland Council has designated an [Air Quality Management Area](#) (AQMA) in Inverness, approximately over 40km northeast of the scheme, which lies outside the project boundaries. There are no [real-time air quality monitoring stations](#) within 200m of the scheme extents.

[The Scottish Pollutant Release Inventory](#) (SPRI) has not identified any polluting facilities within 1km of the scheme extents.

Cultural heritage

A desktop Study using [Scotland's Environment mapping resource](#) and [Pastmap](#) has not identified any designated culturally significant assets within 300m. It has identified the following non-designated culturally significant assets within 100m:

- Mains of Dalvey (Ref- MHG6801/ 16039) Historic Environment Record (HER) and Canmore located approx. 15m south; and
- Milton (Ref- MHG35767/ 154704) HER and Canmore located approx. 40m southwest.

All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity.

It has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been

assessed as being 'no change' and cultural heritage has therefore been scoped out of further assessment.

Landscape and visual effects

The area surrounding the A95 carriageway within the scheme extents consists of sporadic residential properties, small areas of dense vegetation in the form of mature trees and scrub and large areas of farmland. The mature trees and scrub provide a slight amount of screening from the A95 carriageway and the residential properties. No [Highland Council Core Paths](#) have been identified with a view of the scheme extents.

There are no National Scenic Areas (NSAs) or Garden and Designed Landscapes (GDLs) identified within 300m of the scheme extents ([Scotland's Environment Mapping Resource](#)). The scheme is located within the [Cairngorms National Park](#).

[Scotland's Landscape Character Type Map](#) lists the landscape character type present within the scheme extents to be 'Undulating Wooded Farmland – Cairngorms' and can be categorised as the following:

- Undulating terrain of ridges, uneven terraces, knolls, gullies, gorges and hummocks enclosed by low ridges of hills.
- Generally well-wooded, with conifer forest on ridges and upper slopes, fragmenting into conifer shelter woods at lower levels.
- Individual and loose clumps of broadleaved trees and woodland between farms.
- Large forest trees, policy woodland and parkland related to Castle Grant, lodges and larger farms.
- Pastoral fields, with fenced or hedgerow edges, some reverting to wetland and rough grazing in less well-drained areas.
- Dispersed traditional farmsteads and newer houses on better drained higher land, linked by minor roads and a network of farm tracks.

[Scotland's Historic Land-Use Map](#) lists the land surrounding the scheme extents as rectilinear farms and fields.

No trees under a [Tree Preservation Order](#) (TPO) have been identified within 300m of the scheme extents.

Biodiversity

The A95 carriageway verge within the scheme extents contains sporadic areas of dense, mature woodland and vegetation separating the carriageway from residential

properties and agricultural land. [Scotland's Ancient Woodland Inventory](#) has identified Meicklepark Wood area of 'Long-established (of plantation origin)' ancient woodland within 500m of the scheme extents (site ID: 8112) located directly south of the carriageway at Dalvey Farm.

[NatureScot's Sitelink](#) has identified the River Spey Special Area of Conservation (SAC) located approx. 10m north of the works.

The [National Biodiversity Network \(NBN\) Atlas](#) has not identified any protected species within 500m of the works.

The [NBN Atlas](#) resource has not identified the presence of any Invasive Non-Native Species (INNS) or Transport Scotland Target Species within 500m of the scheme extents. The Amey Environment NE INNS Map resource has not recorded the presence of any INNS, however it has identified Transport Scotland Target Species Rosebay Willowherb (*Chamaenerion angustifolium*) in the verge of the A95 carriageway within the scheme extents.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resource. The transient nature of the works combined with the requirement of the works to be contained within the pavement boundary has concluded in a site visit being scoped out.

Geology and soils

The scheme is not located within 200m of any Geological Conservation Review sites (GCRs), or Site of Special Scientific Interest (SSSIs) designated for their geological significance ([NatureScot's Sitelink](#)).

[The National Soil Map of Scotland](#) lists the soil present within the scheme extents to be that of Humus-iron podzols. This resource states the surrounding land to be a '999' with regard to the Land Classification for Agriculture.

Bedrock Geology:

- Knockando Quartzite Formation - Quartzite. Metamorphic bedrock formed between 1,000 and 541 million years ago between the Tonian and Ediacaran periods.

Superficial Deposits:

- Alluvium and River Terrace Deposits - Gravel, sand, silt and clay. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

Material assets and waste

Materials required are detailed within Table 1 below.

Table 1: Key Material Required for Activities

Activity	Materials Required	Sources
Construction	<ul style="list-style-type: none"> • TS2010 surface course • AC20 bituminous binder • AC32 bituminous base • Fuels and oils • Road paint • Road studs 	<ul style="list-style-type: none"> • TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. • A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. • Some material may be derived from primary resources, such as the road paint.

Materials will be obtained from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions. For example, the binder and base courses used for resurfacing will contain a percentage of recycled material.

Wastes

There is a possibility that coal tar may be found during investigation stages. Anticipated wastes from the proposed works are listed in Table 2 below.

Table 2: Key Waste Produced by Activities

Activity	Waste Produced	Disposal
Construction	<ul style="list-style-type: none"> • Asphalt planings • Road paint • Road studs • Possibility of coal tar 	<ul style="list-style-type: none"> • All waste will be disposed of in accordance with the the Environmental Authorisation (Scotland) Regulations 2018 (EASR).

Activity	Waste Produced	Disposal
		<ul style="list-style-type: none"> • However, where planings meet SEPA's criteria, they will be fully recycled. • Any coal tar road planings will be treated as special waste.

A Site Waste Management Plan (SWMP) will be prepared prior to the works which will detail how resource use and waste arising from the works will be managed throughout the scheme. This is required due to the scheme exceeding £350,000 in value and will help control and reduce the amount of waste produced, resulting in less landfilled waste.

Noise and vibration

Baseline noise and vibration levels are likely to be influenced by vehicle traffic from the A95 carriageway and surrounding residential and agricultural activities. The [AADF](#) in 2024 for the A95 carriageway, within the scheme extents (estimated count point ID: 10866), accounted for 3,160 vehicles, with 402 of these being HGVs.

There are four residential properties within 300m of the works with the closest, Dalvey Farm located approx. 15m south of the works. No non-residential noise sensitive receptors have been identified within 300m of the scheme extents.

[Scotland's Noise Map](#) has indicated modelled day-evening-night noise levels (Lden) in the areas surrounding the carriageway to be around 55-60 dB within 70m. Night-time noise levels (Lnigh) surrounding the carriageway show levels of 50-65 dB within 70m.

The scheme is not located within a Candidate Noise Management Area (CNMA) as defined within the [Transportation Noise Action Plan](#).

Population and human health

The A95 carriageway within the scheme extents is located southwest of Aberlour in Moray, running through the Strathspey area near Dalvey Farm. This section of the A95 forms part of a key trunk route linking towns such as Grantown-on-Spey, Aberlour and Keith with the A9 corridor and onward to Inverness and the Moray coast. While these smaller settlements provide local amenities and services, including schools, healthcare and retail, a wider range and greater complexity of facilities can be accessed in larger centres such as Elgin and Inverness.

Six residential properties have been identified within 500m of the works with the closest, Dalvey Farm located approx. 15m south of the works.

The A95 carriageway within the scheme extents is not street-lit and contains no bus stops, public laybys and no pedestrian footways. Single access points to fields and private properties are present within the scheme extents.

[Highland Council Core Path](#) LBS1i is located approx. 90m north on the opposite bank of the River Spey from the works.

There are no [National Cycles Network Routes](#) within 500m of the scheme extents.

Road drainage and the water environment

[SEPA's Water Classification Hub](#) has identified the River Spey (ID- 23096) located approx. 10m north of the works. This watercourse has been given an overall classification of good ecological potential by the Water Framework Directive (WFD).

A tributary of the Spey, Burn of Dalvey is culverted under the A95 carriageway within the scheme extents at NGR- NJ 10925 32171.

[SEPA's Flood Map](#) has identified a high risk (10% chance each year) of river water flooding from the Spey and its tributary.

The works are not located within a [Nitrate Vulnerable Zone](#) (NVZ).

Climate

The Climate Change (Scotland) Act 2009, as amended by the Scottish Carbon Budgets Amendment Regulations 2025 sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for GHGs including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.

- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

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

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the North East Network Management Contract (NE NMC) network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance ([Guidance – Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry the potential to produce airborne particulate matter, dust and generate emissions that may have a temporary impact on local air quality levels and act as a nuisance to nearby residents.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles and increased congestion, particularly on diversion routes.

Mitigation

- Best practice and measures as outlined in the '[Guidance on the assessment of dust from demolition and construction \(January 2024\)](#)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
 - The site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
 - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (stockpiles will be covered or fenced to prevent wind whipping);
 - Cutting, grinding or sawing equipment will be fitted or used in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles carrying wastes and materials will be covered when entering and leaving the work area to prevent escape of materials during transport;
 - Equipment will be readily available on site to clean any dry spillages and spillages will be cleaned up as soon as reasonably practicable after the event using wet cleaning methods; and
 - When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- Where possible, materials will be sourced locally.
- Surfaces will be swept where loose material remains following planing.

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Landscape and visual effects

Impacts

- There will be no operational impacts on visual receptors including the national park as works entail the like-for-like resurfacing of the A95 carriageway within the scheme extents.
- Visual receptors identified have the potential to be visually impacted by the scheme during construction due to the presence of TM, plant, vehicles, machinery and operatives.
- The general setting of the area (including national park) may be impacted during construction due to the presence of TM, plant, vehicles, machinery and operatives. No permanent impacts are anticipated to the Cairngorms National Park.

Mitigation

- Works will be contained within the A95 carriageway extents.
- Asset installation will be of a minimal visual impact (if any due to the like-for-like nature of the scheme) and will be in keeping with the current setting of the A95 carriageway within the scheme extents.
- Visual screening will be used where possible to minimise visual impacts on surrounding receptors.
- Where possible, vehicles, plant and machinery will be stored out of sight from nearby visual receptors. All site areas will be well-kept and tidy.
- The National Park Authority (NPA) was notified of the works on the 5th January and are content that no further mitigation measures are required.

The residual effect on landscape and visual effects is deemed to be not significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects no further assessment is required.

Biodiversity

Impacts

- During night-time programming, misdirected site lighting and additional noise could cause temporary disturbance to any surrounding nocturnal species.
- Due to the scheme being contained within the pavement boundary, the ancient woodland identified within 500m of the scheme extents and the Transport Scotland Target Species identified within the carriageway verge will not be impacted by the works.
- A Habitats Regulations Appraisal (HRA) was undertaken and has concluded that there will be no Likely Significant Effects (LSE) on the River Spey SAC due to the following:
 - The proposed works will not lead to a reduction of habitat area as the scheme works will be restricted to the existing carriageway only and there will be no in-water works.
 - To minimise disturbance best practice measures will be put in place. Additionally, as there will be an existing level of noise and lighting coming from the A95 traffic and as works are brief and unintrusive, it is not expected that the proposed works will cause significant disturbance to wildlife.
 - The proposed works will not lead to any loss of habitat.
 - The proposed works will not be located within the designated site. The proposed works will not cause any obstruction to any of the key species.
 - Best Practice pollution prevention measures will be implemented throughout the works.

Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If a protected species is seen in or near the scheme, all works will be stopped until the animal passes by. The protected species will not be approached and the area will be temporarily isolated until the animal has moved on. Any sightings will be reported to the E&S Team.
- Directional lighting will be used for all construction activities where works are required at night to minimise the impact of temporary lighting on foraging and commuting nocturnal species. This will include avoiding light spill onto watercourses and adjacent woodland parcels.
- Impacts from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- No vehicles, machinery or materials will be parked/stored on any soft verges.

- Additional mitigation measures in *Noise and Vibration* and *Road drainage and the water environment* will be implemented.

It has been determined that the proposed scheme will not have direct or indirect significant effects to local Biodiversity.

Material assets and waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- GHG emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Any non-contaminated road planings arising from the works will be fully recycled in accordance with SEPA's guidance on the Production for Fully Recovered Asphalt Road Planings.
- Any tar-contaminated planings will be treated as special waste and taken off site for treatment/disposal at a licenced waste facility. The Contractor is responsible for the management and disposal of road planings arising from the works. All waste will be managed in accordance with the [Environmental Authorisations \(Scotland\) Regulations 2025](#), under the relevant SEPA waste authorisation for recovery, reuse or disposal. For example, road planings will be prioritised for recovery or reuse, through recycling into new asphalt, in line with the waste hierarchy.
- Waste will be transferred to SEPA-authorised facilities by carriers with valid waste carrier registration. A waste transfer note (WTN) will be completed for removal of waste from site and retained for two years, in line with statutory Duty of Care requirements.
- A SWMP will be prepared prior to the works which will detail how resource use and waste will be managed. This will help control and reduce the amount of waste produced, resulting in less landfilled waste.

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be not significant. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby local amenity users will benefit from improved road surfacing as a result of the scheme.
- Noise heavy works will likely be required (temporarily) during night-time hours, which could cause disturbance for nearby sensitive receptors (such as residential properties within 300m).
- Those living alongside diversion routes will be impacted by the scheme with increased traffic levels on local roads generating additional noise than is the norm.

Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- A soft start to the works will be undertaken, whereby plant/machinery will be turned on sequentially as opposed to simultaneously.
- Amey's environmental briefing on noise and vibration will be delivered to operatives prior to the start of construction.
- Amey's ET&S team has contacted Highland Council's Environmental Health Team to notify of the works and discuss any noise related concerns.
- Residential properties within 300m will be notified in advance of the works via letter drop, providing details of timings, nature, and duration of the works.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration and no further assessment is required.

Population and human health

Impacts

- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.
- TM for the works will involve diversion routes and the re-routing of traffic. Nearby residents of surrounding settlements may experience travel disruption due to presence of TM, which may lead to increased journey lengths and times.
- There will be no permanent or temporary impacts on land take from private land, community facilities or agricultural land as a result of the scheme as all works will be contained within the carriageway boundary.
- Single access points to properties and private land will be impacted by the scheme.
- The core path within 500m will not be impacted as it is on the opposite side of the River and all works are restricted to the A95 carriageway boundary.

Mitigation

- TM will be advertised upon approach and in advance of the scheme. When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.
- Site specific control measures regarding noise and vibration, landscape and visual effects and air quality can be found in the relevant sections (above).
- Due to night-time programming, properties within 300m of the scheme extents will be notified in advance of the works. Pre-notification will include details of proposed timings, duration of the works.
- Single access points to properties and private land will be maintained at all times throughout the scheme.

With best practice mitigation measures in place, no significant effects on population and human health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health, no further assessment is required.

Road drainage and the water environment

Impacts

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems if not controlled, which may impact the water environment.

- If not appropriately controlled, debris and runoff from the works has the potential to enter nearby drains and watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.

Mitigation

- Best practice, as detailed by SEPA's Guidance for Pollution Prevention ([GPP5](#) and [PPG6](#)), will always be followed onsite. This will ensure that any potential debris/spills are not allowed to enter road drainage unchecked.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g. debris, dust and hazardous substances). This will include, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the work site, especially in periods of heavy wind and rainfall.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity, and around bulk storage to a capacity of 110% of the stored fuel/oil.
- All plant and fuel storage at the site compound will be located on hardstanding and sited more than 10m from any watercourse.
- All plant and fuel storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- No refuelling will take place within 10m of any watercourse, including field drains and road drainage.
- Weather reports will be monitored prior to and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's Guidance for Pollution Prevention (GPPs), no significant effects are predicted on the water environment. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be not significant. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

As the works will be limited to the like-for-like resurfacing of the carriageway, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the proposed scheme will not alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The [Scottish Road Works Commissioner's](#) Interactive Map does not highlight any other works in the area at the time of construction.

[Highland Council's Planning Portal](#) does not highlight any proposed developments or planning applications on the A95 carriageway within 2km of the scheme.

Amey's current [programme of works](#) has not highlighted any other works on the A95 that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment of the scheme, undertaken by the Amey ET&S Team in November 2025.
- Consultation with Highland Council's Environmental Health team in November 2025.
- Consultation with National Park Authority in January 2026.
- A Habitats Regulations Assessment was undertaken by the Amey ET&S Team in October 2025.

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

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

- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- No in-combination effects have been identified.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment. No impacts on the environment are expected during the operational phase as a result of works.
- By removing the carriageway defects this will provide this part of the A95 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions, and positive operational impacts for road users.

Location of the scheme:

- The scheme has the potential for hydrological connectivity to the River Spey SAC. An HRA has been undertaken concluding no significant impacts.
- Works are not anticipated to impact areas designated for their landscape character or quality and will not impact culturally significant designations present at the site due to its containment within the carriageway.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- Any impacts to the local landscape including the Cairngorms National Park during the construction phase will be minor, temporary and not considered significant. In addition, no operational adverse impacts are anticipated.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- 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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