



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A87 North of Sligachan Junction Resurfacing and Drainage**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing and drainage works on a section of the A87 carriageway, approximately 13km south of Portree. The works will consist of carriageway resurfacing and reinstatement of road markings throughout the full scheme extent, with drainage works consisting of excavation and removal of material along a section of drainage ditch which lies adjacent to the A87 northbound carriageway within the scheme extents. A total of 67 drainage grips will also be recut along the scheme extent.

The scheme will take place over a length of approximately 1,195m, covering a total area of approximately 0.72ha.

The resurfacing procedure is as follows:

- Set up traffic management (TM) and mark out site;
- Mill out old surface course to various depths of up to 400mm;
- Lay new surface course;
- Roll surface and allow it to set;
- Mark out lining schedule on site; and
- Remove TM and open road.
- Lining/studding may be carried out at a later date under mobile TM or lane closures.

The drainage works procedure is as follows:

- Clearing out the existing drainage ditches using an excavator (the ditching runs parallel to the trunk road along the entire length of the scheme and ditching works are to clear all ditching in the scheme extents). A small amount of scrub clearance will be required in order to facilitate this.
- Re-cutting the 67 drainage grips within the scheme extents.

In addition to the above works, an unofficial off-road area (approximately 50m x 3m) located adjacent to the A87 southbound carriageway will be strengthened with 100-150mm of Type 1 sub-base before being topsoiled and seeded in order to discourage parking. The spoil generated from the ditching works will also be re-used to reinstate this area in agreement with NatureScot.

The works are currently programmed to be completed within the 2023/2024 financial year (September 2023 to March 2024 inclusive) with a proposed start date of 28<sup>th</sup>

September 2023. Works are expected to be completed over twelve nights (19:30 – 06:30); however, changes in the programme may result in the need for day works.

Traffic management (TM) will consist of night-time single lane closures facilitated by temporary traffic lights (TTLs) and a convoy system. A full road closure is not required. However, if the programme changes, this may result in amendments to the exact TM requirements.

## Location

The scheme is located on the A87 on the Isle of Skye, approximately 13km south of Portree (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NG 48421 30047
- Scheme End: NG 48023 31141

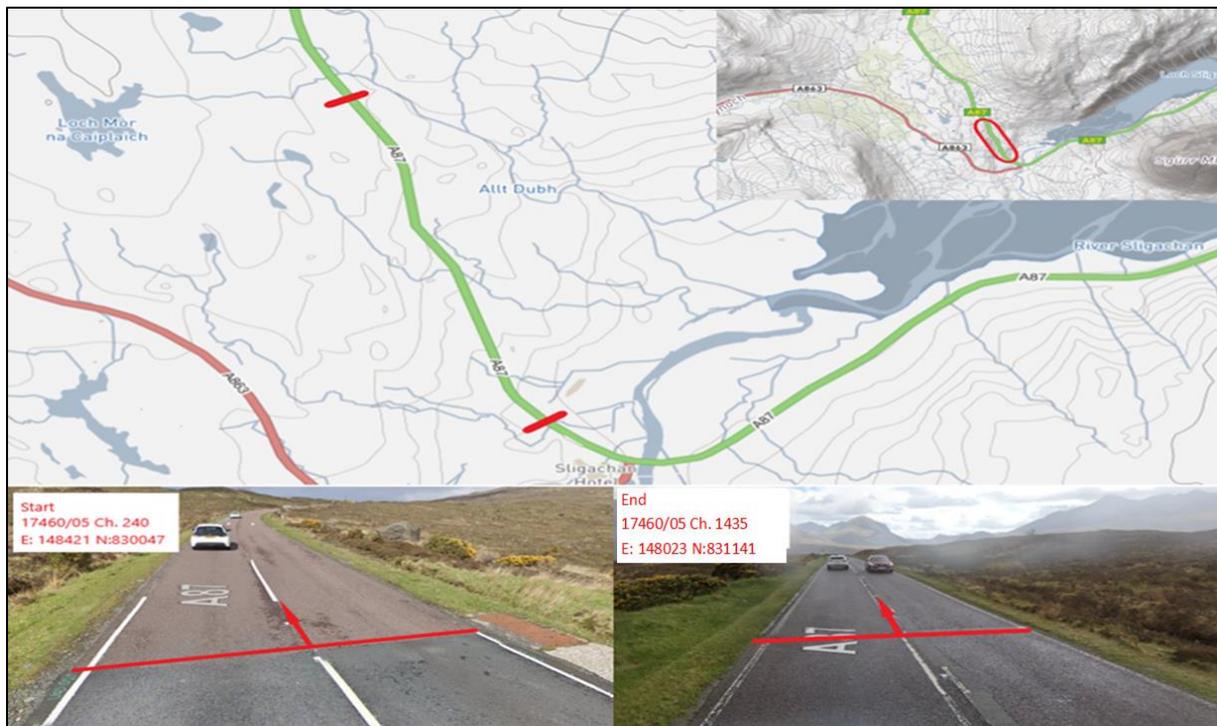


Figure 1. Location and scheme extent of the proposed resurfacing and drainage works at A87 North of Sligachan Junction. Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 22-NW-0103-83).

The unofficial layby area which will be reinstated is located adjacent to the A87 southbound carriageway at NG48095 31021 (Figure 2).



Figure 2. Location of the unofficial layby area which will be reinstated as part of the works.

## Description of local environment

### Air quality

The scheme is not located within any Air Quality Management Areas (AQMA). The nearest air quality monitoring site to the scheme is located in Fort William, approximately 84km southeast of the scheme, which records local concentrations of Ozone (O<sub>3</sub>), Nitric oxide (NO<sub>2</sub>) and Nitrogen dioxide (NO). The levels at the time of the search were recorded as low ([Air Quality Scotland](#)). Pollution levels in the general vicinity of works are anticipated to be lower than those at the monitoring station in Fort William due to the remote nature of the scheme location.

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

Baseline air quality at the scheme location is likely to be primarily influenced by traffic along the A87 trunk road.

## Cultural heritage

According to Historic Environment Scotland's PastMap ([PastMap](#)), the category B Listed Building '*Sligachan, Old Bridge (Over River Sligachan)*' (LB1783) lies 300m south of the scheme.

Of lesser cultural heritage value, there are also several features listed on the Canmore database and Historic Environment Record within 300m of the scheme. The nearest of these lies 200m south of the scheme.

There are no World Heritage Sites, Scheduled Monuments, Garden and Designed Landscapes, Conservation Areas or Inventory Battlefields identified within 300m of the scheme ([PastMap](#)).

All works are restricted to the A87 carriageway boundary, with only 'like-for-like' replacement of road surface and minor drainage works being undertaken, therefore the works do not include any alterations that would affect the historic and architectural character of the local area, or of any feature of cultural heritage interest within proximity.

As a result of the works taking place within the existing trunk road boundary, and due to lack of features within direct proximity, it has been determined that the proposed project does not have potential to cause direct or indirect impact to features of cultural heritage importance.

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

## Landscape and visual effects

The scheme is located in a rural area on the Isle of Skye, approximately 13km south of Portree. The surrounding area is dominated by raised and blanket bog with a small amount of urban development to the south of the scheme.

The scheme is not located within a National Park (NP) or National Scenic Area (NSA) ([Sitelink](#)).

The Landscape Character Type (LCT) within the scheme extent is Low Smooth Moorland (no. 358) and Upland Sloping Moorland (no.359) ([Scottish Landscape Character Types](#)). The Low Smooth Moorland LCT is characterised by:

- Moderately sized bands of peaty lowland of low relief, mainly below 50 metres elevation.

- Simple composition with horizontal or gently sloping skyline.
- Formed in depressions linked to the coast, in straths and glens between hills, and at the foot of landslide edges.
- Mainly smooth terrain, rough grazing, usually in close proximity to settlement, with evidence of former or current drainage.
- Sinuous burns, rivers, drainage channels, eroded peat banks and peat beds provide occasional detailed texture.
- Evidence of intermittent prehistoric and historic settlement, with few modern built features.
- Expansive and open, with views of mountains, islands and sea, channelled by adjacent hill slopes.

The Upland Sloping Moorland LCT is characterised by:

- Moderately sized bands of peaty lowland of low relief, mainly below 50 metres elevation.
- Simple composition with horizontal or gently sloping skyline.
- Formed in depressions linked to the coast, in straths and glens between hills, and at the foot of landslide edges.
- Mainly smooth terrain, rough grazing, usually in close proximity to settlement, with evidence of former or current drainage.
- Sinuous burns, rivers, drainage channels, eroded peat banks and peat beds provide occasional detailed texture.
- Evidence of intermittent prehistoric and historic settlement, with few modern built features.
- Expansive and open, with views of mountains, islands and sea, channelled by adjacent hill slopes.

## Biodiversity

The scheme is located within Cuillins Special Protection Area (SPA).

Sligachan Peatlands Special Area of Conservation (SAC) lies adjacent to the northbound carriageway throughout the scheme extent with the drainage ditch, which has been identified for clearing, located within the SAC boundary.

Sligachan Site of Special Scientific Interest (SSSI) lies adjacent to the northbound carriageway throughout the scheme extent with the drainage ditch, which has been identified for clearing, located within the SSSI boundary.

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

The NBN Atlas does not hold any records of invasive non-native species (INNS) as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) (WCA),

injurious weeds, as listed under the Weeds Act 1959, or invasive native perennials, as listed in the Trunk Road Inventory Manual, within 2km of the scheme using the same search criteria as above ([NBN Atlas](#)).

Transport Scotland's Asset Management Performance System (AMPS) does not hold any records of INNS throughout the scheme extent, however there are several records of common ragwort (*Jacobaea vulgaris*), an injurious weed, along roadside verges throughout the scheme extent.

Habitats either side of the A87 throughout the scheme extent are dominated by raised and blanket bog which are typically quite wet and lack tree cover and are therefore not suitable for protected mammal species. The River Sligachan lies 200m east of the scheme (at its nearest point) and provides some freshwater habitat in the wider area.

There are no areas of woodland listed on the Ancient Woodland Inventory (AWI) within 300m of the scheme ([Scotland's Environment](#)).

Considering the nature, duration, size and scale of the scheme, the potential for significant species disturbance within the area of likely construction disturbance is also somewhat diminished. As such, a desktop study and consultations with NatureScot have been deemed sufficient for this assessment, and no ecological surveys have been carried out.

## Geology and soils

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

The bedrock underlying the scheme is comprised of Skye Lava Group (basalt and microgabbro) which is an igneous bedrock ([BGS GeolIndex](#)).

The superficial deposits underlying the scheme are comprised of Hummocky (moundy) Glacial Deposits (diamicton, sand and gravel) which are sedimentary deposits ([BGS GeolIndex](#)).

The Generalised Soil Types beneath the scheme extent is peaty gleys ([Scotland's Soils](#)). The Major Soil Group is also peaty gleys ([Scotland's Soils](#)).

## Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings as well as undertake drainage repairs. Materials used will likely consist of:

- Asphaltic material.
- Road-marking paint.
- Bituminous emulsion bond coat.
- Milled in road studs.

Wastes are anticipated to be planings from the carriageway surface course. Uncontaminated planings will be fully recovered for re-use in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings. The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption number WML/XS/2004126).

Investigations have confirmed that coal tar is not present within planings removed from the scheme extent.

Additional wastes are expected to include spoil generated from the ditch clearance. The spoil generated from the ditching works will be re-used to reinstate the unofficial layby area, with any remaining spoil being disposed of off-site at a licenced waste facility.

As the value of the scheme exceeds £350,000, a site waste management plan (SWMP) is required and will be prepared for this scheme.

## Noise and vibration

A small number of residential and commercial receptors are located within 300m of the scheme. The nearest of these (Sligachan caravan park and camp site) is located approximately 50m east of the scheme. Remaining receptors (including Sligachan hotel) which is located approximately 200m south of the scheme. No acoustic screening features are present between the A87 and these properties.

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

There is no noise modelled data available for the scheme extent ([Scotland's Noise Scotland's Environment](#)). However, given the rural nature of the area and the low AADT flow, it is considered likely that baseline noise levels will be low, with noise mainly influenced by vehicles travelling along the A87 trunk road.

## Population and human health

There are a small number of residential and commercial receptors within 300m of the scheme. Sligachan Hotel, Cuillin Brewery, Seumas' Bar and a small play area are all congregated approximately 200m south of the scheme. Sligachan caravan and camp site lies approximately 50m east of the southern scheme extent and is afforded no screening from the trunk road. A junction which allows access to Sligachan caravan and camp site diverges from the A87 immediately south of the scheme.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), or core paths ([Scotland's Environment](#)) within the scheme extent. The starting point for a walking route as listed on WalkHighlands ([WalkHighlands](#)), 'Loch Sligachan', lies at the junction to Sligachan caravan and camp site and continues eastbound along the northern bank of Loch Sligachan ([WalkHighlands](#)). There are no paved footpaths or other pedestrian facilities along the A87 within the scheme extent.

The A87 Trunk Road connects Invergarry, Kyle of Lochalsh and the Isle of Skye (Portree and Uig). It commences at the A87 / A82 junction at Invergarry leading generally north-westwards for a distance of 160 kilometres to the pier at Uig on the Isle of Skye. The A87 is a single carriageway along its length.

The nearest traffic count point (ID: 50928) to the scheme on the A87 is located approximately 9km north of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2022 shows an Average Annual Daily Traffic (AADT) count of 3,245 motor vehicles, of which 203 (6.25%) were heavy goods vehicles ([Road traffic statistics](#)).

## Road drainage and the water environment

There are several watercourses culverted beneath the A87 within the scheme extent however none of these have been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD). These watercourses are all considered to be minor tributaries or drainage channels and flow in an easterly direction before discharging into the River Sligachan (ID: 20707). The River Sligachan is a watercourse that was classified in 2020 as having an overall status of 'High' and lies 200m east of the scheme at its nearest point ([SEPA water classification hub](#)).

There are also a large number of unclassified surface waterbodies and drainage channels that lie within 300m of the scheme.

The scheme falls within the 'Skye North' groundwater body which has been classified as 'Good' and is a Drinking Water Protected Area (Ground) ([SEPA water classification hub](#)).

No sections of the A87 carriageway within the scheme extent are recorded as being at risk of flooding ([SEPA Flood Map](#)), however high-water table in this area is currently causing deterioration to the underlying pavement.

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

## Description of main environmental impacts and proposed mitigation

### Air quality

Construction activities associated with the proposed works have the potential to temporarily cause local air quality impacts. Activities undertaken on site may cause dust and particulate matter to be emitted to the atmosphere, and increased prolonged vehicle and plant presence may result in higher-than-average emissions. However, taking into account the nature and scale of the works and the following mitigation measures, the risk of significant impacts to air are considered to be low.

- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will be switched off when not in use.
- 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 (DPMEE) 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.
- Surfaces will be swept where loose material remains.

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

### Landscape and visual effects

There is potential for minor, temporary visual impacts to the local landscape during the construction phase as a result of littering or obstructed views due to vehicles and machinery. However, proposed works will be restricted to the trunk road boundary

and will include like-for-like resurfacing of the A87 carriageway, works are restricted to the road drainage ditch and road verge and will be carried out over 12 nights. Minor visual changes will occur due to cleared roadside ditches and reinstated roadside verge; however, these will remain within the existing trunk road boundary and will be in keeping with surrounding environment. Therefore, the works will not create any significant change to the local landscape, and the works do not lie within a NP or NSA. 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.
- The working area will be appropriately reinstated following works.
- Works will avoid encroaching on land and areas where work is not required or is not permitted. This includes general works, storage of equipment/containers and parking.
- Where applicable, upon completion of the works, any damage to the local landscape will be reinstated as much as is practicable.
- The site will be left clean and tidy following construction.
- Reinstated roadside verge will reintroduce native plant species and improve the aesthetic value of landscape along the A87 within the scheme extents.

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

## Biodiversity

During road resurfacing and drainage works, activities undertaken on site could potentially have a temporary adverse impact on biodiversity in the area as a result of an increased vehicle presence and the potential for disturbance to protected species and pollution of habitats.

Although the scheme lies wholly within the Cuillins SPA, a Habitat Regulations Appraisal (HRA) was undertaken and concluded that the works do not have potential to result in Likely Significant Effects (LSE) on this SPA, based on the following factors:

- The only qualifying species associated with the designation is a highly mobile species that is likely to be equally disturbed in the works location by normal traffic at the boundary of the site along the A87.
- Works are currently programmed to be carried out outwith bird breeding season (February to August inclusive).

- Given the highly rural location of the scheme it is anticipated that foraging birds would easily avoid the works area if any disturbance was created from noise, as there is an abundance of alternative habitat present in the landscape suitable for foraging.
- The area surrounding the scheme is relatively flat and distant from the mountainous parts of the SPA where birds are more likely to nest.
- All works are restricted to the footprint of the A87 trunk road boundary and will not involve any change to the natural landscape or its processes. As the works are not located within the SPA and, given the nature, scale and duration of the works, it is anticipated that the works will not have potential to adversely affect the integrity of the SPA.
- Works will not promote the known negative pressure (grazing) on the designated species.

Although the Sligachan Peatlands SAC lies adjacent to the northbound carriageway throughout the scheme extent with the drainage ditch, which has been identified for clearing, located within the SAC boundary, a HRA undertaken for the SAC concluded that the works do not have potential to result in LSE on the SAC, based on the following factors:

- Although the drainage ditch is located within the SAC, the works will include essential maintenance of the existing roadside ditches which are currently being silted and overgrown. As such, by removing vegetation and sediment that has filled in the ditches and recutting roadside cut grips, the works will reinstate the local drainage to its original conditions. Similarly, reinstatement of the car damaged roadside verge will re-establish its original environment;
- All machinery will be operated from the made ground of the carriageway surface (lane closures will be used to achieve this);
- Works will be minor, of short duration and move progressively along the full extents of the scheme, with works within the SAC boundary limited to the clearing of the drainage ditch;
- Any spoil generated from the ditch clearance works will be re-used to re-instate the informal layby and will not be re-deposited within the SAC boundary;
- Appropriate containment measures (e.g., silt fencing, straw bales) will be in place to prevent pollutants or construction materials from entering the water environment downstream of roadside drainage ditches;
- Pollution prevention measures will be detailed in the SEMP and adhered to on site to prevent debris or runoff entering the watercourse or surrounding environment.

Although Sligachan SSSI lies adjacent to the northbound carriageway throughout the scheme extent and the drainage ditch which has been identified for clearing is located within the SSSI boundary, the works will not have a significant impact on the SSSI due to the same reasons outlined above for the Sligachan Peatlands SAC.

In addition to the above, consultation has been undertaken with NatureScot via email (sent 05/06/2023) and phone call. NatureScot agreed with the assessment that no

LSE would occur to the qualifying feature(s) of the SPA or SAC and that SSSI consent is not required for works within the boundary of Sligachan SSSI.

There are no INNS of plants recorded within the scheme extents, however there is potential for unrecorded instances of invasive or injurious plant species within the road verges along the scheme extents. Works will entail only minor excavation and vegetation clearance within the road verges and all un-used material will be disposed of to a licensed waste facility. Moreover, as per the NW Annual Landscape Management Plan, any invasive or injurious flowering plant species within the trunk road corridor are controlled/treated by cultural methods and/or chemical weed control. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious weeds.

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:

- Works will be strictly limited to areas required for access and 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. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species and INNS.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- Artificial lighting used during night works will be directed away from the surrounding environment as far as is safe and reasonably practicable.
- 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.
- Site personnel will remain vigilant for the presence of INNS in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice.

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

## **Geology and soils**

The scheme is not located within a GCRS or a geologically designated SSSI. The scheme will not involve any significant excavations (out with previously made ground) or earthworks. Only minor excavations are required in order to facilitate drainage works, and are not anticipated to have an adverse impact on geology and soils. With the following mitigation measures in place, the likelihood of significant impacts on geology and soils is low:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- All machinery will be operated from the made ground of the A87 carriageway.
- 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.
- Pollution prevention and mitigation measures as outlined in the Road drainage and the water environment section below will be adhered to.

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

## **Material assets and waste**

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

- Materials will be sourced from recycled origins as far as reasonably practicable within design specifications.
- Care will be taken to order the correct quantity of required materials to prevent the disposal of unused materials.
- Where possible, minimal packaging will be requested on required deliveries to reduce unnecessary waste and production of packaging materials.

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Spoil generated from the ditch clearance will be re-used to reinstate the unofficial layby area as far as possible, with any remaining spoil being disposed in a licenced waste facility.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- Uncontaminated road planings will be re-used or recycled under a SEPA Paragraph 13(a) waste exemption and in line with BEAR Scotland's Procedure 126: The Production of Fully Recovered Asphalt Road Planings.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.

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. Works will be undertaken over 12 nights by utilising a night time working programme. The proposed scheme is anticipated to result in temporary minor adverse noise impacts. The following mitigation measures will be put in place:

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- The Environmental Health Officer (EHO) from The Highland Council will be notified of works due to the proximity of nearby residential properties.
- The noisiest works (e.g. planing) will be programmed to be completed before 23:00 each night, where reasonably practicable.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- Local residents will be notified of works via letter drop and road users will be informed of works through a media release, which will provide details of construction dates and times.
- The BEAR Scotland 'Being a Good Neighbour' toolbox talk will be briefed to all operatives prior to commencement of works on site.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

## Population and human health

TM will consist of night-time single lane closures facilitated by temporary traffic lights and a convoy system. The A87 carriageway will remain open throughout the duration of the works. Vehicle users of the A87 carriageway during the construction period are likely to experience slight delays due to traffic restrictions.

Works will be restricted to the A87 trunk road carriageway boundary. The works will be of relatively short duration (twelve nights) 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:

- Local residents will be notified of the impending works. Information will provide contact details (office phone number and e-mail address) for the Project Engineer as well as a 24-hour contact number for the BEAR Scotland Control Room.

- Local access will be retained within the scheme extent.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance,
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site (if required).
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.
- Journey planning information will be available for drivers online at the [trafficscotland.org](http://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

During resurfacing and drainage works, there is potential for temporary impacts on the water environment. Potential changes in water quality from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain or tidal movements) during works have the potential to have a direct or indirect effect on the surrounding waterbodies.

Works will be limited to existing road drainage ditch maintenance, and as such are not subject to authorisation by SEPA.

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

- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works near water are detailed in the SEMP and will be adhered to on site.
- No works will be undertaken during times of spate/heavy rain to avoid silt washing into the clean water.
- All on-site activities shall operate in accordance with relevant pollution best practice and shall follow that detailed in the attached Toolbox Talk 'Water Pollution – Silt' which will be provided alongside 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.
- An incident response (contingency) plan will be put in place to reduce the risk from pollution incidents or accidental spillages. All necessary containment equipment, including suitable spill kits (for oil and chemicals) will be available on site, quickly accessible if needed, and staff trained in their use.
- All spills will be logged and reported. In the event of any spills into the water environment, all works will stop and the incident must be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and / or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays will also be supplied beneath the equipment with a capacity of 110%.

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

## Climate

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

- BEAR Scotland will adhere to their Carbon Management Policy.

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

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

## Major Accidents and Disasters

No areas of the A87 carriageway at the works location have been recorded as being at risk of flooding.

Works are restricted to the made ground of the A87 carriageway boundary and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last twelve nights and will consist of night-time single lane closures facilitated by temporary traffic lights and a convoy system. The A87 carriageway will remain open throughout the duration of the works.

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 of cumulative effects

A search of the Highland Council Planning Portal ([Map Search](#)) identified no approved planning applications within 300m of the scheme.

A search of the Scottish Roads Works Commissioner's website ([Map Search](#)) has not identified any other nearby schemes currently programmed to be undertaken at the same time as these proposed works.

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

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

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

## Assessments of the environmental effects

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

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

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

- Construction activities are restricted to the 0.72ha areas of existing carriageway boundary.
- The works will include essential maintenance of the roadside drainage system and as such, in-stream works are permitted under SEPA GBRs and no additional authorisation from SEPA is required for the works to be undertaken.

- The works are restricted to like-for-like replacement of worn road surface, essential roadside ditch maintenance and reinstatement of the roadside verge, with all works restricted to made-ground within the A87 carriageway boundary.
- The works will be temporary, transient and localised.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide this section of the A87 carriageway with an extended life cycle, and significantly improve the ride quality which will result in safer conditions for road users.
- Drainage works will improve localised drainage and in turn reduce the potential for carriageway flooding.

**Location of the scheme:**

- The HRA screening concluded that the works do not have potential to result in LSE on the SPA or SAC.
- The works will not result in any direct impact on Sligachan SSSI. Consultations with NatureScot confirmed that the works do not fall under operation requiring a consent.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment, including the SAC, SPA and SSSI.
- The works are not located within a National Park or National Scenic Area.
- The works are not expected to result in any alteration to existing features or exposure of potential undiscovered features of cultural heritage.
- 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.
- Any impacts to the local landscape during the construction phase will be minor, temporary and not considered significant. In addition, no operational impacts are anticipated.

**Characteristics of potential impacts of the scheme:**

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.

- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- The SEMP will include plans to address environmental incidents.
- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users during the operational phase.
- Mitigation measures detailed above and in the SEMP are put in place with the objective to prevent and, if required, subsequently control any potential impacts on sensitive receptors.

## 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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