



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A87 Gleann Torra – Resurfacing

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out resurfacing works on a section of the A87 carriageway south of Sconser. The works will consist of carriageway resurfacing and reinstatement of road markings over a length of 173m, with a total works area of approximately 0.11ha.

The resurfacing procedure is as follows:

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

The scheme is currently programmed to be completed within the 2023/2024 financial year, with a proposed start date of 16/10/2023. However, works may be delayed later into 2023 or into the first half of the 2024/2025 financial year (April 2024 to September 2024 inclusive). Works are expected to be completed over five days, operating between the hours of 07:00 and 19:00; however, changes in the programme may result in the need for night-time works.

The A87 Trunk Road connects Invergarry, Kyle of Lochalsh and the Isle of Skye (Portree and Uig) and is a single carriageway at the scheme extent. It is anticipated that traffic management (TM) will consist of single lane closures of the A87 carriageway, facilitated by temporary traffic lights (TTLs) and a convoy system. If the programme changes, this may result in amendments to TM requirements.

Location

The scheme is located on the A87 south of Sconser, within the Highland Council region (Figure 1). The scheme has the following National Grid References (NGRs):

- Scheme Start: NG 53824 30093
- Scheme End: NG 53768 29926

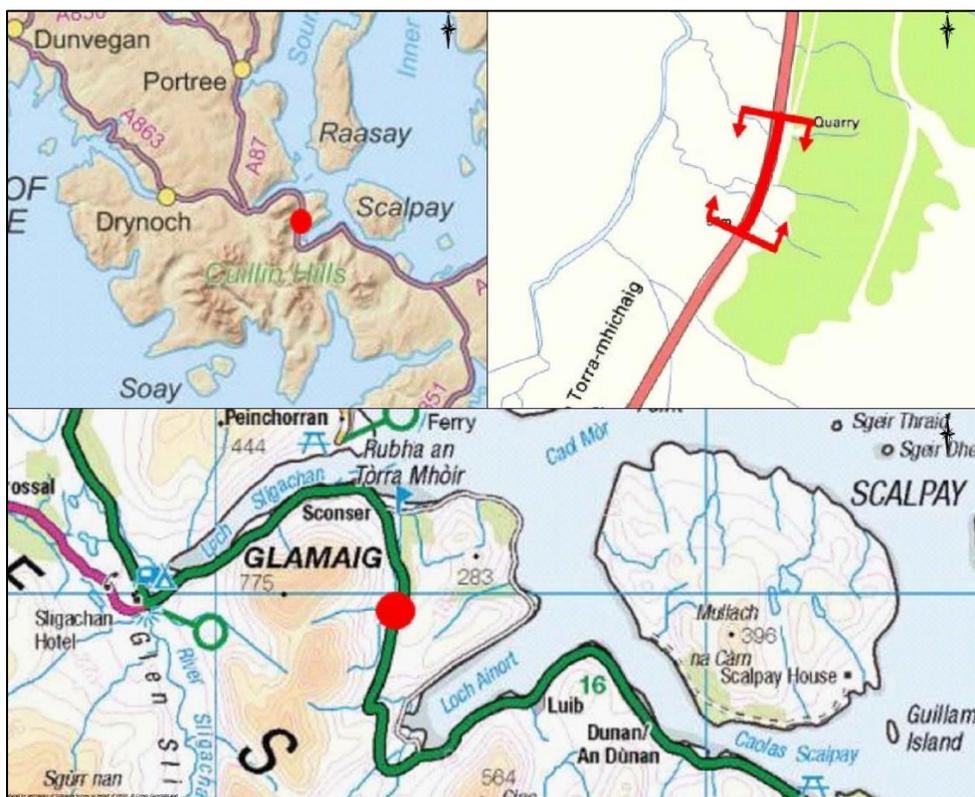


Figure 1. Location and scheme extent of the proposed resurfacing works at A87 Gleann Torra.
 Source: BEAR Scotland. F108 – Environmental Assessment Request (Scheme ref: 23-NW-0104-013).

Description of local environment

Air quality

The scheme does not fall within any Air Quality Management Areas (AQMA) declared by the Highland Council ([Air Quality Scotland](#)). The closest air quality monitoring station is located in [Fort William](#) approximately 80km southeast of the scheme, which records local concentrations of Ozone (O₃), Nitric oxide (NO₂) and Nitrogen dioxide (NO). The levels at the time of the search were recorded as low. Due to the rural nature of the scheme, pollution levels are considered to be lower than those recorded in Fort William.

The closest site registered on the Scottish Pollutant Release Inventory (SPRI) ([Scotland's Environment](#)) for air pollutant releases is within Fort William (Liberty Lochaber Aluminium Smelter), approximately 80km southeast 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 [PastMap](#), there are no designated cultural heritage assets within 300m of the scheme. Of lesser cultural heritage interest, a feature listed as a Historic Environment Record ([Gleann Torra-Mhichaig](#); Shieling Hut) is located approximately 200m to the northeast.

There are no World Heritage Sites, Scheduled Monuments, Listed Buildings, Garden and Designed Landscapes, Conservation Areas or Inventory Battlefields identified within 300m of the scheme.

Landscape and visual effects

The scheme is located on a rural stretch of the A87 carriageway. Areas of heathland/grassland flank the A87 carriageway at the works location, and mountains and areas of plantation woodland are located in the wider landscape.

No sensitive visual receptors are recorded within 300m of the scheme.

The scheme lies entirely within the Cuillin Hills National Scenic Area (NSA) ([Sitelink](#)), which has the following Special Qualities:

- Magnificent mountain scenery;
- The contrast and complement of the Black and Red Cuillin;
- The surrounding wild landscape, a fitting foil for the mountains;
- Iconic images of crofting townships with dramatic backdrops;
- The Cuillin Ridge, a landmark throughout the northwest;
- The ever-changing weather;
- A place of inspiration; and
- The most challenging mountains in Scotland.

The [Landscape Character Type](#) (LCT) within the scheme extent is recorded as Smooth Mountain Range (LCT No. 367), which has the following key characteristics:

- Mainly conical mountains of convex to concave slopes and smooth rounded tops separated by wide glaciated straths and glens.
- Contrasting form to the jagged Black Cuillin.
- Peripheral, smooth rounded foothills.
- Hills are of a similar profile, often viewed collectively with each other and their smooth foothills.

- Smooth texture and mottled pattern, the surface is broken by deep crevices formed by drainage channels which create a radial arrangement of lines.
- Upper areas are dominated by pink, exposed granite rock.
- Lower slopes of heather, grassland and peaty bogs, with rivers and lochans in straths and glens.
- Simple, repetitive, smooth profile of the main hills imparts a sense of predictability.
- Roads, conifer forests, quarries and power lines are located mainly within the edges of the foothills.
- Uninhabited landscape, with the interior accessed by paths and tracks through intervening straths and glens.
- Wild character derived from the remoteness, natural landform and lack of human activity, except around the margins of the area.

Biodiversity

A desktop study using Nature Scot [SiteLink](#) has identified the Cuillins Special Protection Area (SPA) ([Site Code: 8610](#)), which lies directly adjacent to the northbound A87 carriageway at the proposed works location.

No instances of protected species roadkill have been recorded by BEAR Scotland on the A87 carriageway within 300m of the scheme in the last ten years.

The scheme lies within a rural stretch of the A87 carriageway, surrounded by areas of heathland/grassland. Abhuinn Torra-mhichaig watercourse flows 150m west of the scheme, and scattered pockets of plantation woodland are located to the east, the closest of which are 40m from the A87 carriageway. Mountains are located in the wider landscape.

It is considered unlikely that any mammal species of conservation importance are associated with permanent habitat or resting places within the area of likely construction disturbance. As such, a field survey has been ruled out, and a desktop study has been deemed sufficient for this assessment.

No areas of woodland listed on the Ancient Woodland Inventory (AWI) are located within 300m of the scheme ([NatureScot](#)).

No invasive or injurious plant species have been recorded on the NBN Atlas or on Transport Scotland's Asset Management Performance System (AMPS) within the scheme extents. One record of the injurious weed common ragwort (*Jacobaea vulgaris*) is highlighted on AMPS, 140m south of the scheme on the southbound verge.

Geology and soils

The scheme does not fall within any geological conservation review sites (GCRS), or any geologically designated Sites of Special Scientific Interest (SSSI) ([SiteLink](#)).

Bedrock geology within the scheme extents is recorded as Glamaig granite, while superficial deposits are recorded as hummocky (moundy) glacial deposits (diamicton, sand and gravel) ([BGS GeoIndex](#)). Local soils are recorded as peaty podzols ([Scotland's Soils](#)).

Material assets and waste

The proposed works are required to resurface the worn carriageway and reinstate road markings. Materials used will consist of:

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

Wastes are anticipated to be planings from the carriageway surface course, which 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 will be 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.

A Site Waste Management Plan (SWMP) is not required for this scheme.

Investigations undertaken on the A87 confirmed coal tar absence within the scheme extent.

Noise and vibration

The scheme lies within a rural stretch of the A87 carriageway, 2.5km south of the township of Sconser within the Highland Council. No sensitive receptors or facilities for non-motorised users (NMUs) are located within are located within 300m of the scheme.

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

Scotland's strategic noise map does not hold any modelled noise data for the A87 carriageway at the scheme extent ([Scotland's Noise](#)). Baseline noise levels are likely to be primarily influenced by traffic travelling along the A87 trunk road.

Population and human health

No residential properties, community facilities, or provisions for NMUs are located within 300m of the scheme. No street lighting currently exists within, or within 300m of, the scheme.

A layby is located on the northbound carriageway approximately 40m south of the scheme.

Traffic management (TM) will consist of single lane closures facilitated by TTLs and a convoy system. The A87 carriageway will remain open throughout the duration of the works. TM will be arranged as such that NMUs will have full access through/around the area of works if encountered.

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 estimated Average Annual Daily Flow (AADF) in 2022 for the A87 carriageway 6.5km southeast of the scheme accounted for 3,681 vehicles, 3.6% of which were heavy goods vehicles (HGVs) ([Road traffic statistics](#)).

Road drainage and the water environment

Abhuinn Torra-mhichaig watercourse flows parallel to the northbound A87 carriageway for the full scheme extent, at a distance of approximately 150m west at its closest point. This watercourse has not received a classification from the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD).

Three unclassified watercourses/field drains are culverted below the A87 carriageway within the scheme extents, which all outflow into Abhuinn Torra-mhichaig watercourse.

The scheme falls within the 'Skye South' a groundwater body ([SEPA water classification hub](#)), which was classified by SEPA in 2020 as having 'Good' overall condition. The scheme is located within a Drinking Water Protection Area (Ground).

No sections of the A87 carriageway within the scheme extent are recorded as being at risk of flooding ([SEPA Flood Map](#)).

Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO₂ 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 use of plant and vehicles to complete the works will result in associated emissions of greenhouse gases during operation. Due to the localised and relatively minor nature of the works, any emission levels are not considered to be significant. 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 (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.
- Activities involving cutting/planing out will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

Cultural heritage

One feature listed as a HER (Gleann Torra-Mhichaig; Shieling Hut) is located approximately 200m to the northeast, however this does not hold designated status. There are no designated cultural heritage assets within 300m of the scheme.

All works are confined to the upper engineered layers of the A87 carriageway and are restricted to like-for-like replacement of the road surfacing material. There are no earthworks associated with the scheme and construction of the A87 road corridor is likely to have removed any archaeological remains that may have been present. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low.

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

- There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- Where further advice is required, BEAR Scotland will consult with Historic Environment Scotland in the first instance. Works will not re-commence until advice is provided.
- People, plant, and materials shall, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it shall be reduced as much as is reasonably practicable and ideally be limited to access on foot. There shall be no storage of vehicles, plant, or materials against any buildings, walls or fences.

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

Landscape and visual effects

The scheme is located within the Cuillin Hills NSA. Works will be restricted to the like-for-like replacement of surfacing on the A87 carriageway, and will not result in any change to the special qualities of the NSA. No consultation is required.

Land use will not change as a result of the works, and the works will not result in any residual change to the visual amenity of the local landscape.

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. Proposed works will be restricted to the A87 carriageway and will be carried out over five days. No sensitive visual receptors are recorded within 300m.

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 temporary adverse 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.
- The site will be left clean and tidy following construction.

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

Biodiversity

During road resurfacing, 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.

Cuillins SPA lies directly adjacent to the scheme. High level Habitat Regulations Assessment screening undertaken for Cuillins SPA concluded that the works do not have potential to result in Likely Significant Effects (LSE) on this SPA, based on the following factors:

- All work is restricted to the footprint of the A87 trunk road and will not involve any change of 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.

In addition, previous consultation has been undertaken with NatureScot regarding a nearby resurfacing scheme (A87 North of Sligachan Junction), which falls within Cuillins SPA. Consultation was via email (sent 05/06/2023) and phone call.

NatureScot agreed with the assessment that no LSE would occur to the qualifying feature of the SPA.

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 resurfacing works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No tree felling or in-stream works will be permitted.
- All construction operatives will be briefed through toolbox talks prior to works commencing. The toolbox talks will provide information on the legislation, general ecology, and best practice measures for relevant protected species.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- If required, artificial lighting will be directed away from road verges, woodland, and waterbodies 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.
- 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 as far as is reasonably practicable.
- Operatives will remain within the carriageway boundary and the adjacent paved footway and will not be required to enter areas of INNS. The BEAR Scotland Environmental Team will provide further advice as required.

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. All works are confined to the A87 carriageway and are restricted to like-for-like replacement of the road surfacing material. No earthworks are expected as part of

these works and as such no change to local soils or geological features predicted. The following measures will be applied to on site:

- The parking of machinery/personnel and storage of equipment on road verges will be minimised as far as is reasonably practicable.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) will be reinstated as much as is practicable.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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. The works are anticipated to take place during daytime hours, and no sensitive properties have been recorded within 300m of the scheme.

The proposed scheme is anticipated to result in temporary adverse noise impacts during the construction programme. Any species in the surrounding environment may experience an increase in baseline noise levels due to presence of the works, however due to the nature and location of the scheme, any impact is not expected to result in significant disturbance. The following mitigation measures will be put in place:

- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise to a minimum.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.
- 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

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. The works will be of relatively short duration (five days) 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:

- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEAR 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 resurfacing 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) during works have the potential to result in direct or indirect effects on surrounding waterbodies. 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.
- The scheme will not entail any in-stream works.
- 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 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.
- All hazardous material stored on site is required to undergo assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements for safe storage.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground / stone around the site of a spill will be removed, double bagged and taken off site as special 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.
- The requirement for additional lighting will be reduced as far as reasonably practicable.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

Major Accidents and Disasters

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 and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last five days. TM will consist of single lane closures facilitated by TTLs 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

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](#)) 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 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 located wholly within a 'sensitive area'.

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 the 0.11ha of existing carriageway.
- Works are restricted to like-for-like replacement of worn road surface, with all works restricted to made-ground on the A87 carriageway surface.
- The works will be temporary, localised, and completed during day-time hours.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- By removing the carriageway defects this will provide these parts of the A87 carriageway with another life cycle, and significantly improve the ride quality, which will result in safer conditions for road users.
- 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.
- 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.

- 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.

Location of the scheme:

- Works will not result in any residual visual change, and as such will have no change to the local landscape or qualifying features of The Cuillins Hills NSA.
- The HRA screening concluded that the works do not have potential to result in LSE on the SPA.

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.
- The SEMP will include plans to address environmental incidents.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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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