



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A87 Skye Bridge - Bentonite Improvement**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to undertake various works to bentonite storage areas on the A87 Skye Bridge. Bentonite slurry is located within a gap between the mass concrete infill of the caissons and the structural concrete column of the two central piers. It provides a means for the two piers to rotate due to the bridge expanding and contracting under daily and longer-term temperature changes.

The works are required to improve access for sampling the bentonite (a contractual requirement) and will include the removal of water on top of the bentonite, in addition to top-up of the bentonite to design level.

The works will operate in two phases; Phase 1 works will involve the following:

- Modifications and improvements to the existing stainless-steel covers on the caissons at the base of both piers.
- Replacement of the existing access ladders with new stainless-steel ladders.
- Repairs to the existing caisson handrails.
- Develop a new bentonite sampling tool.

Phase 2 works will involve the following:

- Removal and disposal of the top water
- Top up the bentonite to the design levels

Site access for the works will be by boat via the slipway at the Kyle of Lochalsh. No traffic management (TM) is required. Requirement for a site compound is yet to be confirmed.

The Phase 1 works are currently programmed to be completed within the 2025/2026 financial year, with the programme for Phase 2 works yet to be confirmed. Works will be conducted during daytime hours, and operation will be planned in line with tide times, due to the nature of the works and access requirements.

## Location

The works are scheduled to take place on the two central piers (Pier 3 - National Grid Reference: NG 74515 26929; and Pier 4 - NG 74407 26706) of the A87 Skye Bridge, within the Highland council area (Figure 1).



Figure 1. Scheme location (A87 Skye Bridge)

## Description of local environment

### Air quality

The scheme is not located within any Air Quality Management Area (AQMA) as designated by Highland Council, and no air quality monitoring stations are located within 10km of the works ([Air Quality Scotland](#)).

No facilities which record air pollutant releases are listed on the Scottish Pollutant Release Inventory (SPRI) within 10km of the scheme ([Scotland's Environment](#)).

Baseline air quality for this scheme is primarily influenced by traffic along the A87 carriageway. Secondary releases are likely delivered by marine traffic and urban activity within the wider area.

## Cultural heritage

According to [Pastmap](#), the A87 Skye bridge is a feature of cultural heritage recorded on the Historic Environment Record (HER). The bridge is not a Scheduled Monument/Listed Building and does not have a protected status.

There are three Listed Buildings within 300m of the scheme. The nearest of these is the Category B listed 'Kyleakin Lighthouse' (LB6994) which is located on the island of Eilean Bán, comprising a lighthouse and two adjoining former keepers' cottages. These are located approximately 30m west of the northern aspect of the bridge, and over 50m from the nearest Pier. The remaining Listed Building is the category B listed 'Kyle House' (LB13995) which is located approximately 100m southeast of the bridge on the Isle of Skye. There are also several features as listed on the HER and the National Record of the Historic Environment (NHRE) databases located within 300m of the bridge.

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

## Landscape and visual effects

The scheme does not fall within a National Park (NP), National Scenic Area (NSA), or any other area designated for its landscape character or quality ([SiteLink](#)).

The Skye Bridge spans the Kyle Akin/Loch Alsh coastal waterbody, and connects the island of Eilean Bán with the Isle of Skye. Coastal habitat surrounds the bridge. The villages of Kyleakin and Kyle of Lochalsh are located south and northeast of the bridge respectively.

Skye Bridge itself is not assigned a [The Landscape Character Type](#) (LCT), however the closest village to the scheme extents, Kyle of Lochalsh and the Mainland Skye are 'Farmed and Settled Lowlands – Skye and Lochalsh ([LCT No. 357](#))'.

Land use surrounding the scheme extents is a mixture of recreation area on the Eilean island, managed woodlands, urban areas, opencast site, rough grazing and plantations ([HLA Map](#)).

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.

## Biodiversity

The A87 Skye Bridge spans the Kyle Akin, which connects the Inner Sound northwest of the bridge with Loch Alsh to the east. This water body forms part of several designated sites, including Inner Hebrides and the Minches Special Area of Conservation (SAC), Loch Carron Nature Conservation Marine Protected Area (NC MPA), and Lochs Duich, Long and Alsh Reefs SAC and Lochs Duich, Long and Alsh NC MPA ([SiteLink](#)).

A Habitats Regulations Appraisal (HRA) has been undertaken as part of the 10-year Marine Licence, which includes these proposed bentonite works. Refer to further details below in the relevant 'Assessment and Mitigation' section.

There are no Sites of Special Scientific Interest (SSSI), National Nature Reserves, or Local Nature Reserves (LNR) within 300m of the scheme ([SiteLink](#)).

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

The NBN atlas has record of rhododendron (*Rhododendron ponticum*), an invasive non-native plant species, within 2km of the scheme.

Transport Scotland's Asset Management Performance System (AMPS) has record of rosebay willowherb (*Chamaenerion angustifolium*) 190m south of the bridge.

The Skye Bridge and surrounding coastal environment provides suitable habitat for variety of aquatic and semiaquatic species.

## Geology and soils

There are no Geological Conservation Review Sites (GCRSs) or Geological SSSIs located within 300m of the scheme ([SiteLink](#)).

Bedrock geology at the scheme extent is described as Applecross Formation – Sandstone, which is sedimentary bedrock. No superficial deposits are recorded within the scheme extents, however nearby superficial deposits comprise 'Marine Beach Deposits' (gravel, sand and silt) ([British Geological Society](#)).

No soils are recorded at the bridge piers, however, the local soil type is recorded as peaty gleyed podzols in the surrounding areas ([Scotland's Soils](#)).

## Material assets and waste

The proposed works on A87 Skye Bridge are required to improve access to the bentonite at the structure, with later works to rectify bentonite and associated water levels. The following materials will be used to complete the works:

- Phase 1 – Stainless steel components
- Phase 2 - Bentonite

Waste materials will be in the form of removed steel components (Phase 1), and water (Phase 2).

## Noise and vibration

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

Noise modelled data from Environmental Noise Directive (END) Round 4 Noise Mapping Indicates 24 hour annual average noise level for during the day, evening and night (LDEN) as between 35 and 55dB on the A87 at the scheme location ([SpatialData.gov](#)).

Baseline noise levels at the scheme extents are likely to be primarily influenced by traffic along the A87 and local road network. Secondary influences are likely provided by urban activity and water traffic movements within the wider area.

In 2024, the average daily traffic (ADT) flow recorded at a count point in Kyle of Lochalsh (approximately 1km east of the scheme; Site: JTC00147), accounted for 5,218 vehicles, of which 16.7% were heavy goods vehicles ([Traffic Scotland](#)).

## Population and human health

There are approximately ten residential/commercial receptors within 300m of the scheme. The nearest residential property, Kyle House, is located approximately 100m east of the southern aspect of Skye bridge.

There are no National Cycle Network ([NCN](#)) routes, walking routes listed on [WalkHighlands](#), or core paths ([SE Map](#)) within the scheme extent. There are concrete footpaths which run adjacent to the road on either side of the bridge, connecting Kyle of Lochalsh to Isle of Skye, which are regularly used by pedestrians. The nearest bus stop is located approximately 160m south of the bridge in Kyleakin, however there are none within the scheme extent.

Bentonite replacement works will be carried out from beneath the structure, remote from any live carriageway. Therefore, no traffic management is anticipated.

Due to operation via boats/barges below the structure, no impacts to local population or human health are predicted. As such, this section is not considered further within this RoD. Relevant impact from Noise/Vibration on human health will be captured in the appropriate section below.

## Road drainage and the water environment

The A87 290 Skye bridge spans the Inner Sound (ID: 200491) and Loch Alsh (ID: 200352) within the scheme extent. Both are coastal waterbodies which have been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD). The Inner Sound was classified in 2024 as having an overall classification of 'High' whilst Loch Alsh was given an overall classification of 'Good' ([Water Classification Hub](#)).

The bridge is underpinned by the Skye South groundwater body (ID: 150675), both of which were classified by SEPA in 2023 as having 'Good' overall condition ([Water Classification Hub](#)).

As the A87 Skye Bridge spans an area seaward of Mean High Water Spring (MHWS) level, works on the bridge are subject to authorisation by the Marine Directorate. In 2025, BEAR Scotland was issued a 10-year Marine Licence (MS-00011011) to permit a range of maintenance works on the A87 Skye Bridge, including these bentonite works. This licence remains valid until 9<sup>th</sup> April 2035. Further details are provided in the relevant 'Assessment and Mitigation' section below.

## Climate

The [Climate Change \(Scotland\) Act 2009](#) ('The Act'), and its subsequent amendment under the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to

2045, recommending what the Scottish Government sets its carbon budgets at for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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

## Policies and plans

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

## Description of main environmental impacts and proposed mitigation

### Air quality

During works, there is potential for short-term negative impacts on air quality due to steel works (cutting), and use of boats. Activities undertaken on site may cause emissions and particulate matter to be emitted to the atmosphere. However, considering the nature and small scale of the works as well as the following good practice measures, the risk of significant impacts to air quality is considered to be low.

- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and will switch engines off when not in use.
- Material stockpiles, where required, will be reduced as much as reasonably practicable by using a 'just in time' delivery system. All material will also be stored on made ground (e.g. within the A87 carriageway boundary or relevant site compound, or on a boat) and, where feasible, 10m away from potential pollution pathways such as drains and watercourses (where sited on land).
- Materials will be removed from site as soon as is practical.
- Good housekeeping will be employed throughout the work.

With the above good practice measures in place, the risk of significant effects on air quality during the construction phase is considered to be low and this receptor is not considered further in this RoD.

## **Cultural heritage**

The A87 Skye Bridge is listed on HER and NRHE databases but does not receive statutory protection. The risk of significant impacts to cultural heritage as a result of ducting works is considered to be low provided that the following good practice measures are in place.

- There will be no parking of construction vehicles, placement of plant, or storage of materials adjacent to walls, buildings, 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.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made/engineered ground. Where access outwith these areas is required for the safe and effective completion of the scheme, it will be reduced as much as possible and ideally be limited to access on foot.

With the above good practice measures in place, the risk of significant effects on cultural heritage features during the construction phase is considered to be low and this receptor is not considered further in this RoD.

## **Landscape and visual effects**

Land use will not change as a result of the works and no land take is required. There is potential for minor, temporary adverse impacts during works as a result of localised operations on the piers. Considering the nature and highly localised scale of works however, and with the following good practice measures in place, the risk of significant impacts to visual amenity is considered to be low.

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Works will avoid encroaching on land and areas where work is not required or permitted. This includes general works, storage of equipment/containers and parking.
- The site will be left clean and tidy following construction.

With the above good practice measures in place, the risk of significant effects on land during the construction phase is considered to be low and this receptor is not considered further in this RoD.

## Biodiversity

The A87 Skye Bridge spans the Kyle Akin waterbody which forms part of several European designated sites. Consequently, an HRA was undertaken to determine the effects of the proposed works on the qualifying features of these designated sites as part of the A87 Skye Bridge 10 year Marine Licence. Consultation with NatureScot was carried out as part of this assessment.

With the various mitigation measures as noted in the HRA in place, alongside the proper application of the standard working practices and pollution prevention measures described in Stage 1 of the HRA, it was concluded that the works will not result in Adverse Impacts to the Site Integrity for any of these sites, either alone or in combination with other plans or projects. Similarly, with the proper application of the standard working practices and measures described in Stage 1 of the HRA, it was concluded that the proposed activities would not result in LSE and therefore would also not result in AESI on the qualifying habitat features of Kinloch and Kyleakin Hills SAC. Full assessment can be viewed in the 'A87 Skye Bridge 10-Year Marine Licence Habitats Regulations Appraisal Proforma'. Relevant mitigation as noted in the HRA includes (but is not limited to) the below:

- Boats/barges to be launched from local ports where possible to limit travel distances.
- All vessels operating during works will adhere to good practice for watching marine wildlife to maintain appropriate speed and distance to reduce the risk of accidental collisions.
- Barges/boats used for the bentonite replacement works will not be permitted to use anchors beneath the central part of A87 Skye Bridge.
- Where possible, works requiring the use of boats or vessels will be carried out during daytime hours and will not entail 24-hour working.
- No discharges into any water bodies or drainage systems will be permitted.

- Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.

Standard working practices for working in or near water will be in place during works, as per The Environmental Authorisation (Scotland) Regulations 2018 (EASR), which are described further in the 'Road drainage and the water environment' section below.

There is potential for the works to result in impacts on protected species. Considering that works will be localised to the bridge piers, resting places will not be affected during the works.

Suitable passage will be maintained along the coastlines below the bridge. All site staff will receive a toolbox talk prior to works and the SEMP will include measures for reducing the risk of disturbance during works. With these measures and the below good practice measures in place, the risk of significant impacts as a result of works is considered to be low.

- A toolbox talk will be provided to all site staff prior to works commencing.
- Where protected mammals are encountered or move within 50m of the active works, works will cease until the animal(s) move at least 50m away from the construction site or until the BEAR Scotland NW Environment Team can provide advice.
- All material, machinery, and equipment will be subject to checks for resting mammals daily prior to any works commencing to prevent entrapment or injury of any mammals.
- 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.
- Suitable passage under the bridge will be maintained for the duration of works.

Based on the above consultation with NatureScot and survey data and provided that the above good practice measures and any additional mitigation measures identified (detailed in the SEMP) are adhered to during works, any impacts on the 'Biodiversity' receptor resulting from the proposed works at A87 Skye Bridge are expected to be minor, temporary, and not significant. This receptor is not considered further in the 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. With the following good practice measures in place, significant impacts on material assets are not anticipated as a result of works:

- 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.

During works, there is potential for impacts as a result of the improper storage or disposal of waste. However, provided the following good practice measures are in place, the risk of significant impacts as a result of the works is considered to be low.

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes and unused materials will be removed from site in a safe and legal manner by a licensed waste carrier upon completion of the works. The appointed waste carrier will have a valid SEPA waste carrier registration, a copy of which will be provided to and retained by BEAR Scotland as early as possible.
- All appropriate waste documentation will be present on site and be available for inspection. A copy of the Duty of Care paperwork will be provided and filed appropriately in accordance with the Code of Practice (as made under Section 34 of Environmental Protection Act 1990 as amended).
- Re-use and recycling of waste will be encouraged and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g. waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- Where applicable, all temporary signage will be removed from site on completion of the works.
- Any special waste will be removed from site by a licenced waste carrier. Special waste will not be mixed with general waste and/or other recyclables.

With the above good practice measures in place, the risk of significant effects on the environment due to use of materials and waste produced during the construction phase is considered to be low and this receptor is not considered further in this RoD.

## Noise and vibration

Due to the off-network nature of the works, no temporary adverse impacts on road users (i.e., as a result of vehicle noise and delays due to traffic management measures) will occur. Although several properties are located within 300m of the works, the works are currently anticipated to take place during daylight hours and will be localised to the piers within the waterbody. Considering the nature and localised/minor scale of the works and with the following good practice measures in place, the risk of significant impacts on noise and vibration is considered to be low.

- The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974 and BS5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites, will be employed at all times during works.
- Access boats will be well maintained to reduce engine noise as far as possible.
- Low-noise blade technology will be used where possible for any cutting operations.
- Strategic and efficient operational planning will take place prior to works to ensure any noise-emitting activities are limited to the minimum required on site only, with a view to limiting noise disruption to local sensitive receptors.
- Good practice measures to reduce noise and vibration disturbance from works will be detailed in the SEMP and adhered to on site.

With the above good practice measures in place, the risk of significant effects on noise and vibration during the construction phase is considered to be low and this receptor is not considered further in this RoD.

## Road drainage and the water environment

Works will require use of boats/barges to access the works area. The A87 Skye Bridge spans an area seaward of the MHWS and therefore works on this structure are subject to authorisation by the Marine Directorate. In 2025, BEAR Scotland was issued a 10-year Marine Licence (MS-00011011) by Marine Directorate to permit a range of maintenance works on the A87 Skye Bridge, including the proposed bentonite works. This licence remains valid until 9<sup>th</sup> April 2035. This package of bentonite works is permitted under adherence with the awarded Marine Licence, and relevant conditions will be included within the SEMP.

Due to location on the piers, there is potential for the works to result in impacts on the water environment, such as via pollution due to loss of containment of the working area. However, containment measures will be in place for any external works (e.g., debris netting, sheeting) to prevent any loss of construction materials

into the water environment, and standard pollution prevention measures will apply. Standard working practices to comply with The Environmental Authorisation (Scotland) Regulations 2018 (EASR) (*previously The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) ('CAR')*) for works in or near water will be detailed in the SEMP and adhered to on site. These measures include the following:

- All conditions of the Marine Licence (MS-00011011) will be complied with, in particular the below specific conditions:
  - BEAR Scotland will carry out/ maintain the works in accordance with that which is specified in the licence, the application and any plans or programmes approved by the Licensing Authority unless otherwise authorised by the Licensing Authority.
  - Only the materials listed in the licence will be used during the execution of the Licensed Activity.
  - BEAR Scotland will ensure that any debris or waste materials arising during the course of the Licensed Activity are removed for disposal at an approved location above the tidal level of Mean High Water Springs.
- A copy of the Marine Licence will be retained on site and made available for inspection as required.
- Although works are not authorised under SEPA due to the Marine location, as standard, the conditions of relevant SEPA General Binding Rules (GBRs) will be adhered to during works, specifically GBR9: 'Operating vehicles, plant or machinery in or near any surface water or wetland'.
- Pollution control measures, including relevant SEPA Guidance for Pollution Prevention (GPPs), as well as other good practice measures for working in or near water, will be detailed in the SEMP and adhered to on site to prevent materials or pollutants entering the water environment.
- No discharges into any watercourses or drainage systems will be permitted and appropriate containment measures will be in place to prevent any loss of construction materials or pollutants into the water environment.
- Waste-water will be collected in tanks/containers and removed off site via boats, to be disposed of at a licenced facility. No discharge of waste water will occur on site.
- Waste-water removal from site will be controlled/contained via use of an appropriate pump system with associated pipe work. Regular review of this will take place to ensure no waste water escapes into the surrounding marine environment.
- The subcontractor is required to produce an incident response plan for dealing with spills or environmental incidents. The incident response (contingency) plan will be put in place to minimise 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.

- Standard good practice measures for working in or near water will be detailed in the SEMP and adhered to on site for the duration of works.

With the above good practice measures and licences in place, the risk of significant effects on road drainage and the water environment during the construction phase is considered to be low and this receptor is not considered further in this RoD.

## Climate

Construction activities associated with the proposed 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. However, considering the nature and small scale of the works as well as the following good practice measures, the risk of significant impacts to climate is considered to be low.

- BEAR Scotland will adhere to their Carbon Management Policy.
- All mitigation measures detailed within 'Air Quality' and 'Material Assets and Waste' will be adhered to.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at a local facility, where required

With the above good practice measures in place, the risk of significant effects on the climate during the construction phase is considered to be low and this receptor is not considered further.

## Vulnerability of the project to risks

The works will be programmed as far as is reasonably practicable to avoid periods of adverse weather heavy rainfall events. There will be no change to the likelihood of flooding on the A87 at the scheme extents upon completion of the works.

No TM is required for these works, and therefore there is no potential risk of impact to local road users.

Relevant 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 showed several planning applications for erection of properties and minor changes to existing properties and within the settlements of Kyle of Lochalsh (approximately 1km east of the scheme) and Kyleakin (approximately 1km south of the scheme) ([Highland Council Planning Portal](#)). Any works associated within these planning applications will be sufficiently distanced from the bentonite works to prevent any cumulative impacts on nearby properties. In addition, no TM is required for the bentonite works and therefore no cumulative TM impacts will occur.

A search of the Scottish Roads Works Commissioner website ([Map Search](#)) has identified that no other roadworks are currently ongoing, or noted as being planned, on the A87 Skye Bridge or nearby trunk road at the same time as this scheme. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

BEAR Scotland programme all of their proposed works in line with appropriate guidance and contractual requirements. All schemes are programmed to take into account existing and future planned works, with a view of limiting any cumulative effects relating to traffic management. As a result of this exercise, where a potential for cumulative impacts is identified, BEAR will reprogramme schemes to avoid / limit any cumulative effects or will utilise existing traffic management to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of traffic management, resulting in minimal disruption to users of the Scottish trunk road network. Overall, it is unlikely that the proposed works will have a significant cumulative effect with any other future works in the area.

Considering the localised nature and small scale of the proposed works at A87 Skye Bridge, the risk of in-combination or cumulative impacts on environmental receptors in regard to the above proposed projects is low.

## 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.

A HRA was undertaken as part of the 10-year Marine Licence Application for works on the A87 Skye Bridge, due to the bridge location within and within proximity to several European designated sites: Inner Hebrides and the Minches SAC, Lochs

Duich, Long and Alsh MPA NC, Lochs Duich, Long and Alsh Reefs SAC, Loch Carron MPA NC, and Kinloch and Kyleakin Hills SAC.

The HRA concluded that the proposed activities within the Marine Licence (including these bentonite works) will not result in LSE on the qualifying habitats of Kinloch and Kyleakin Hills SAC. Although LSE on the qualifying feature within Kinloch and Kyleakin Hills SAC and the qualifying features of Inner Hebrides and the Minches SAC, Lochs Duich, Long and Alsh Reefs SAC, Lochs Duich, Long and Alsh MPA NC, and Loch Carron MPA NC could not be ruled out, it has been concluded that the proposed works will not result in AESI on these features provided that relevant mitigation measures (as outlined within the HRA, and noted in the relevant section above) are in place.

## **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 in part in Inner Hebrides and the Minches SAC and the Lochs Duich, Long and Alsh MPA NC, 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 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:**

- The total working area is less than 1 ha.
- The works will be temporary, localised, and short-term, undertaken in two phases.

- Works do not require any TM and will be located off-network.
- The works will not alter the footprint of the A87 Skye Bridge.
- Containment of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.

**Location of the scheme:**

- Although the Skye Bridge spans a waterbody which forms part of several European designated sites, the HRA assessment (in consultation with NatureScot) concluded that works would not result in AESI for any of the marine/semi-aquatic features as designated under the various sites, and that activities would not result in LSE (and therefore would also not result in AESI) on the qualifying habitat features of Kinloch and Kyleakin Hills SAC.
- Land use will not change as a result of the works.
- The site compound (if required) will be located on made ground.
- The works will not result in altered views from the A87, and minor impacts to view during the construction phase will be temporary and short-term.

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

- Any potential impacts of the works are expected to be temporary, short-term, 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.
- No impacts on the environment are expected during the operational phase as a result of works.
- Good practice measures detailed above and, in the SEMP, will ensure no significant negative 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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