



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A87 Glen Shiel Rockfall Remedial Works

Contents

Project Details	3
Description.....	3
Location	3
Description of local environment.....	4
Air quality	4
Cultural heritage	5
Landscape and visual effects	5
Biodiversity	6
Geology and soils	7
Material assets and waste	8
Noise and vibration	8
Population and human health	9
Road drainage and the water environment.....	9
Climate	10
Policies and plans	10
Description of main environmental impacts and proposed mitigation	11
Air quality	11
Cultural heritage	11
Landscape and visual effects	13
Biodiversity	13
Geology and soils	15
Material assets and waste	15
Population and human health	16
Road drainage and the water environment.....	17
Climate	18
Major Accidents and Disasters	18
Assessment of cumulative effects.....	19
Assessments of the environmental effects	19
Statement of case in support of a Determination that a statutory EIA is not required.....	19
Annex A.....	22

Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out rock slope remedial works at the A87 within Glen Shiel. The works will consist of removal of debris, loose rock, and shrubs from a rock slope adjacent to the A87 trunk road and clearing of the adjacent drainage channel.

The planned remedial works procedure is as follows:

- Selective removal of vegetation from the rock slope to the northwest of the retaining wall adjacent to the road to enable safe removal of unstable surface material.
- Removal of surface material with an immediate potential to fall towards the A87 from the rock slope.
- Removal of material from the rock slope which has accumulated as a result of natural erosion on top of and behind the retaining wall.
- General clearance of the roadside drainage channel which lies between the retaining wall and the A87 road surface.

The scheme covers an approximate area of 0.02ha.

The works are currently programmed to be completed within the second half of the 2023/2024 financial year (October 2023 to March 2024 inclusive), however changes in the programme may cause it to be reprogrammed for the first half of the following year (April 2024 to September 2024 inclusive). Works are expected to be completed over four days during daylight hours (07:00 – 19:00), however, changes in the programme may result in the need for night works. Traffic management (TM) is currently anticipated to consist of single lane closure with two-way traffic lights. However, if the programme changes, this may result in amendments to the exact TM requirements. Due to the absence of existing facilities, no pedestrian arrangements will be included in the TM setup.

Location

The scheme is located on the A87 trunk road in the Highland Council region. The scheme is located in Glen Shiel, approximately 8km southeast of Shiel Bridge and Loch Duich (Figure 1).

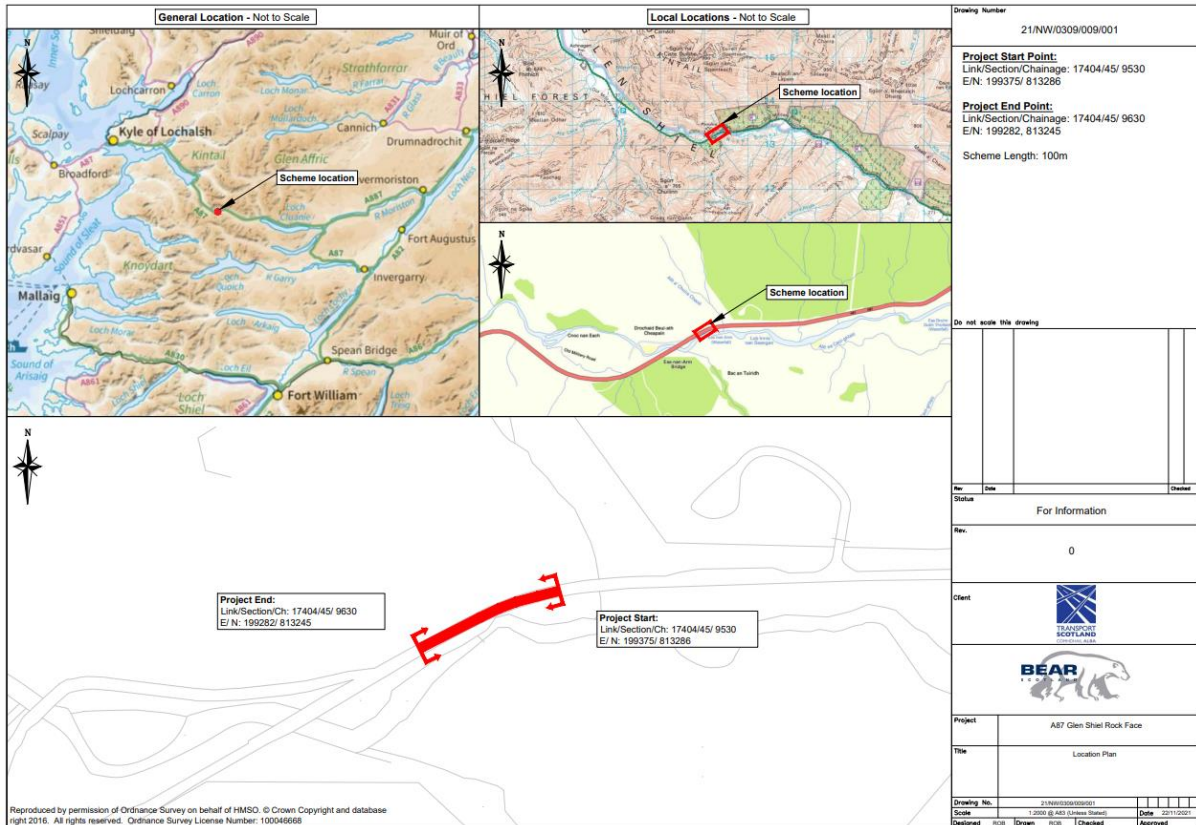


Figure 1. Location and scheme extent of the proposed rockslope works at A87 Glen Shiel. Source: BEAR Scotland. F108 – Environmental Access Request (Scheme ref: 22-NW-0309-4).

Description of local environment

Air quality

The scheme is not located within any Air Quality Management Areas (AQMA) ([Air Quality Scotland](#)) and no Air Quality Monitoring Stations are located in the vicinity of works ([Air Quality Scotland](#)). The nearest air quality monitoring site to the scheme is located in Fort William, approximately 40km south of the scheme ([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

A desktop study using PastMap ([PastMap](#)) identified a number of cultural heritage records located within 300m of the scheme:

- The works partially fall within the Glenshiel Earthworks (Battle of 1719) Scheduled Monument (ID: SM6206).
- The works lie entirely within the Battle of Glenshiel Battlefield (ID: BTL10).
- There is one Category B Listed Building, 19th century bridge, located approximately 170m west of the works location (ID: LB7212).
- There are nine Historic Environment Records (HER) and Canmore database records. Only one falls within the proposed works footprint and is the HER listing for the above-mentioned Battlefield.

There are no records for Gardens and Designed Landscapes or Conservation Areas within 300m of the scheme ([PastMap](#)).

Landscape and visual effects

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

The scheme lies within the Kintail National Scenic Area ([Sitelink](#)), which is designated for the following Special Qualities:

- Drama epitomising the West Highland scene.
- Renowned mountain ranges composed of identifiable, well-known peaks.
- Human settlement and activity circumscribed and dwarfed by towering hills.
- A remote and wild interior.
- The rich heritage of historic sites.
- An inland coast.
- A natural, theatrical stage.

The Landscape Character Type (LCT) within the scheme extent is Interlocking Sweeping Peaks – Skye & Lochalsh (no. 369) ([Scottish Landscape Character Types](#)). This LCT is characterised by:

- Moderately sized bands of peaty lowland of low relief, mainly below 50 metres elevation.
- Glaciated mountainous landscapes with pyramidal rock peaks.
- Sweeping, concave slopes with screes plunging directly into deep glens or lochs.

- Mountain peaks and slopes often seen as repetitive elements within a group, appearing to interlock and overlap when viewed along glens and fjords.
- No overall hierarchy of peaks, which tend to be connected by high level ridges aligned either side of central, u-shaped valleys.
- Elegant profile due to the greater vertical to horizontal emphasis.
- Sparse vegetation and few native trees.
- Fragments of broadleaf woodland along water courses and the coast, naturally relating to landscape form.
- Banded landcover of rocky summits and lower slopes of grassland and heather.
- Infrequent but prominent coniferous woodland plantations on accessible foot-slopes.
- Largely uninhabited and few roads or structures.
- Extensive high-level views of peaks and ridgelines, and over to opposing sides of glens.
- Expansive views of the vast mountainous interior, and the large-scale pattern of glens and summits.
- Low level views are enclosed, directed upwards or along glens and fjords.
- Upward views dominated by the steep slopes and towering summits which reveal the vertical scale of mountains.
- Wild character in the interior due to remoteness from roads and settlements, lack of evidence of modern human use, dominance of natural landforms, and vast scale of the mountain landscape.

Land cover in the scheme extent is recorded as shrub heathland with a number of patches of different woodland types including mixed broadleaved, coniferous plantation, recently-felled woodland, and young *Betula*-dominated woods ([Scotland's Environment](#)).

Biodiversity

There are no Natura 2000 sites (i.e. Special Protection Areas, Special Areas of Conservation or Sites of Special Scientific Interest) within 2km of the works ([SiteLink](#)).

The NBN Atlas does not hold any records of bird species within 2km over a 10-year period, however lack of records does not preclude nesting birds from the area. Under the Wildlife and Countryside Act 1981, all wild birds and their active nests are protected ([NBN Atlas](#)).

The NBN Atlas also holds the following record of invasive non-native species (INNS) of plant or injurious weeds under the same criteria:

- Rosebay willowherb (*Chamerion angustifolium*) located approximately 250m east of the scheme.
- Common ragwort (*Jacobaea vulgaris*) also located approximately 250m east of the scheme.

Transport Scotland's Asset Management Performance System (AMPS) records common ragwort at two locations within 300m of the scheme, with the nearest located ~50m from the works location.

There are areas of woodland within 300m of the scheme listed on the National Forest Inventory ([Scotland's Environment](#)) as the following:

- An area of felled woodland approximately 200m northeast of the scheme at its nearest point.
- Broadleaved woodland approximately 180m west of the scheme at its nearest point..
- Conifer woodland approximately 100m south of the scheme at its nearest point.

While the NBN Atlas does not hold records for other protected species using the criteria above within the vicinity of the scheme, the area is considered to contain habitat suitable for supporting nesting birds due to the presence of patches of trees and areas of shrubs in proximity to the works area. Given the suitable habitat, if works take place during the nesting bird season, nesting bird checks will be carried out prior to works.

Geology and soils

The scheme lies partially within the Sgurr na Ciste Duibhe Geological Conservation Review Site (GCRS). This GCRS is part of a group of sites showing important signs of mass movements or landslides ([SiteLink](#)). There are no geological SSSIs or Local Geodiversity Sites (LGS) with connectivity to the scheme extents ([SiteLink](#)).

The bedrock underlying the scheme is comprised of psammite of the Morar Group with superficial deposits of Talus rock fragments from angular, undifferentiated source rock ([BGS GeoIndex](#)).

The Generalised Soil Type beneath the scheme extent is peaty podzols ([Scotland's Soils](#)). The Major Soil Group is recorded as podzols ([Scotland's Soils](#)).

Material assets and waste

The proposed works are required to prevent rockfall onto the A87 trunk road. As the works only entail clearing existing debris, no new materials will be used.

The following wastes are anticipated to arise from the works:

- 160m² of cleared vegetation.
- 140m³ of excavated material/loose rock and debris.

Wastes removal will be undertaken by the subcontractor.

Noise and vibration

There is no noise modelled data available for the scheme extent ([Scotland's Noise Scotland's Environment](#)).

The works are located in a rural location on the A87 within Glen Shiel within the Highland Council area. No residential properties 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 \(TNAP\)](#)).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A87 trunk road.

Construction activities associated with the proposed scheme works have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. The works will employ a daytime working pattern, and the area of works is suitably distanced and screening from any sensitive properties. The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times.

It is anticipated that any noise and vibration effects associated with the proposed works are unlikely to be significant, and the proposed project does not carry the potential to cause direct or indirect impact to sensitive receptors through noise and vibration.

As such, impact has been assessed as being 'negligible' and has been scoped out of requiring further assessment.

Population and human health

There are no residential or commercial receptors within 300m of the scheme.

There are no National Cycle Network (NCN) routes ([OS Maps](#)), walking routes listed on WalkHighlands ([WalkHighlands](#)), or core paths ([Scotland's Environment](#)) within the scheme extent. There are no paved footpaths or pedestrian facilities along the A87 within the scheme extent.

The A87 is a single carriageway trunk road which runs from Invergarry, connecting the Scottish mainland with the Isle of Skye and is a key route for local, commuter, and tourist traffic. The national speed limit applies throughout the scheme.

The nearest traffic count point (ID: 50772) on the A87 is located approximately 15km north of the scheme ([Road traffic statistics](#)). Vehicle count data taken from this point in 2021 shows an Average Annual Daily Traffic (AADT) count of 3,119 motor vehicles, of which 344 were heavy goods vehicles ([Road traffic statistics](#)). It should be noted that, due to the Covid-19 pandemic, the AADT count was likely lower in 2021 than in 2019. In 2019, the AADT was 3,804 of which 357 were heavy goods vehicles.

Road drainage and the water environment

The River Shiel (ID: 20430) flows approximately 10m south of the scheme location, and later flows below the A87 carriageway approximately 80m west ([SEPA Water Environment Hub](#)). This waterbody has been classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) in 2020 as 'Good' ([SEPA Water Classification Hub](#)).

There are no surface waterbodies classified by Scottish Environmental Protection Agency ([SEPA](#)) that are spanned or culverted beneath the scheme extents.

Numerous small minor unclassified surface waterbodies considered to be minor drainage channels or tributaries lie within 300m of the scheme extents. There is a drainage channel which runs directly adjacent to the trunk road on the eastbound side of the carriageway.

The scheme falls within the 'Wester Ross, Assynt, and Kintail' groundwater which has been classified as 'Good' ([SEPA water classification hub](#)).

The trunk road, within scheme extents, is not at risk of surface water 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. 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.

- Removal of loose rock and shrubs and clearance of the drainage channel will be conducted by hand where appropriate.
- All plant, machinery and vehicles associated with the scheme will be maintained to the appropriate standards and must be switched off when not in use.
- 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.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists. Where a risk of dust emissions exists from stockpiles, these are to be dampened down. This is likely to require the use of mobile water bowsers.
- Materials shall 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

Due to the position of the works within a Scheduled Monument and the requirement for works deemed “excavation”, Scheduled Monument Consent was obtained without conditions in August 2022 from Historic Environment Scotland (HES) to conduct these works (HES Case ID: 300055367). Mineral and Metal Detecting Consent (HES Case ID: 300059444) was also obtained for these works as a metal detecting survey will be carried out prior to the works commencing as a form of mitigation. During the initial consultation period HES were also queried regarding potential impacts on the

Battlefield however they did not provide any comment regarding works within it. As such, an additional consultation will be undertaken prior to works commencing and any mitigation suggestions will be implemented.

Although there are features of cultural heritage interest within 300m of the scheme extent and works will take place within a Battlefield and Scheduled Monument area, the rock slope remedial works are unlikely to have a detrimental impact on these features. In granting Scheduled Monument consent for these works, HES stated that the works “would have minimal impact on the cultural significance of the monument and so are compliant with Scheduled Monument Consent Policy 1”. Scheduled Monument Consent Policy 1 highlights that works to Scheduled Monuments should always maintain their significance ([Historic Environment Scotland](#)). They also note the significant public benefits in terms of improved safety along the road which runs through the Monument area. Therefore, the potential for the presence of unknown archaeological remains in the study area has been assessed to be low.

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

- As mentioned above, metal detecting surveys will be carried out prior to works commencing as a form of mitigation.
- 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 shall, 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 shall be reduced as much as is reasonably practicable and ideally be limited to access on foot.
- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- As a form of mitigation, the rope access team will consult with the on-site archaeologist to identify a safe access route to the locations of the temporary rope access fixing points to avoid disturbance of any above ground archaeological remains that may be present above the rock slope.

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

There is potential for minor, temporary visual impacts to the local landscape during the works phase as a result of littering or obstructed views due to vehicles and machinery. There will also be a minor permanent impact following the clearing of the debris and vegetation. However, proposed works will be restricted to clearing of minor vegetation required for access purposes, and clearing of loose debris which could pose a safety risk to road users. Works will be carried out over four days, and land use will not change as a result of the works. Therefore, the works will not create any significant change to the local landscape and no significant impacts to the Kintail NSA are expected. 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 and site compound location 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 shall 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 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.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the SEMP and adhered to on site. Any protected species in the area are likely to be accustomed to road noise on the A87 and the scheme is of short duration. 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 rock slope stabilisation works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- No protected sites are located in proximity to the scheme.
- No tree felling or in-stream works are permitted. Vegetation clearance will be restricted to clearing of scrub.
- 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/or INNS.
- Site personnel shall remain vigilant for the presence of any protected species or invasive non-native species of plants throughout the works period. Should a protected species be noted during construction, works shall temporarily halt until the species has sufficiently moved on. Any sightings of protected species shall be reported to the BEAR Scotland Environmental Team.
- Where possible, works shall be carried out during daylight hours. If artificial lighting is required, it 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.
- 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

Although works will involve removal of rock and debris from the slope adjacent to the trunk road, activities are not anticipated to have an adverse impact on geology and soils. While works do involve changes to geology/soil, this is restricted to the removal of loose rock and debris and will not impact underlying geology or soils. Works are also of a small scale and highly localised to an area of < 0.02ha. In addition, consultation with HES confirmed they have no significant concerns about the impact of works on the terrain of the Scheduled Monument. 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.
- Upon completion of the works, any damage to the local landscape (i.e. damage to grass verges) shall 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 during works as a result of the improper storage or disposal of waste. The following mitigation measures will be put in place:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- All wastes 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 shall 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 where possible and the subcontractor will be required to fully outline their plans and provide documentary evidence for waste arising from the works (e.g., waste carrier's licence, transfer notes, and waste exemption certificates).
- Staff will be informed that littering will not be tolerated. Staff will be encouraged to collect any litter seen on site.
- 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.

Population and human health

During construction, activities undertaken on site may have temporary adverse impacts on vehicle travellers and non-motorised road users (NMUs) of the A87 carriageway as a result of vehicle noise and delays due to traffic management measures. Road users will be informed of works through a media release, which will provide details of construction dates and times. The works will be of short duration and will be restricted to the localised area on the eastbound carriageway and adjacent verge. With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Works shall be carried out during daylight hours.
- Appropriate provisions / measures shall 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](https://www.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 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. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- The scheme will not entail any in-stream works.
- Standard working practices to comply with The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) for works in or near water will be detailed in the Site Environmental Management Plan (SEMP) and adhered to on site.
- No discharges into any watercourses or drainage systems are permitted. Appropriate containment measures must 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 shall 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 shall be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers shall be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care shall 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 banded then drip trays shall 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.
- Where possible, the works will be undertaken utilising a daytime work pattern to reduce the requirement for additional lighting.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.

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

The trunk road within scheme extents is not at risk of surface water flooding.

Works are restricted to the made ground of the A87 carriageway and the adjacent rock slope, and traffic management will be designed in line with existing guidance. The proposed works are anticipated to last four days. Traffic management will consist of single lane closures with two-way traffic lights. No alternative pedestrian routes will be required in TM.

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

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. Any future BEAR Scotland schemes will be programmed to take into account already-programmed works and as such, any cumulative effect will be limited. In addition, a search of the Highland Council Planning Portal ([Map Search](#)) confirmed that there are no planning applications within 300m of the scheme. 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 Kintail NSA and the Battle of Glen Shiel Scheduled Monument 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, reference to consultations undertaken, and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities will be limited to the approximate 0.02ha area of rock slope.
- The works will be temporary, localised, and completed over four days.
- Containment measures 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.
- In the event that INNS are found on site, measures to prevent potential INNS spread will be implemented.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- Removal of rock-slope debris will result in safer conditions for road users of the A87 carriageway at this location.

Location of the scheme:

- 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.
- While works are located within a National Scenic Area, they are of a sufficiently minor and localised scale that there will be no change to the special qualities for which the NSA is designated.
- HES have confirmed there will be no impact on the Scheduled Monument provided the mitigation outlined in the Scheduled Monument Consent is followed on site.
- The site compound will be located on made ground.

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.
- Potential impacts to the Scheduled Monument will be mitigated as recommended by HES.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- The SEMP will include plans to address environmental incidents.

- No impacts on the environment are expected during the operational phase as a result of works. The works are expected to result in positive impacts on road users 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.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2023

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, September 2023

Follow us:

 [transcotland](https://www.facebook.com/transcotland)

 [@transcotland](https://twitter.com/transcotland)

transport.gov.scot