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TRANSPORT SCOTLAND
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# Environmental Impact Assessment Record of Determination

## A87 Carrich Bridge Ducting

# Contents

# Project Details

## Description

BEAR Scotland has been commissioned by Transport Scotland to undertake electrical ducting works on the A87 Carrich Bridge, which is adjacent to the A87 Skye Bridge. The existing power supply cable for the A87 Skye and Carrich Bridges belongs to Transport Scotland and currently also supplies power to Otter Cottage located on Eilean Ban, the island which links the two bridges. Responsibility for supplying power to Otter Cottage is being transferred from Transport Scotland to the energy provider Scottish and Southern Energy (SSE), and SSE have advised that a new cable is required for this purpose. As there is no room to place the new power cable within the interior of the A87 Carrich Bridge, the works will entail installation of a galvanised steel duct on the underside of the bridge to carry the new electric cable (11.5 kilovolt-amps [KVa]) across the Carrich bridge to Eilean Ban.

The duct will be fixed to existing channels within the bridge soffit of the uplink footway using mechanical fixings (clamps and bolts); therefore, drilling is not required to fix new brackets. The new duct will extend beyond both bridge abutments on the uplink (south) side of the bridge. This will allow SSE to continue running the new cable both east and west of the bridge. Attachment of the new duct to the bridge will be carried out from the A87 either via a mobile elevated working platform (MEWP) with underbridge extension capabilities or via a portable scaffold unit suspended over the side of the bridge, as access below the bridge deck will be required. Traffic management (TM) is expected to consist of a lane closure with temporary traffic lights in place. A site compound will be situated in the large layby opposite the old toll house, with access via the TM and aforementioned underbridge units.

The works are currently programmed to be completed within the 2025/2026 financial year, with an estimated start date of January 2026 (however this is subject to change). Works are expected to be completed over 2-3 weeks by utilising night-time working hours; however, the programme has not yet been finalised and if changes are required, the works may be carried out during daylight hours.

## Location

The A87 Carrich Bridge spans the Kyle Akin marine waterbody between mainland Scotland and Eilean Ban, a small island between the mainland and the Isle of Skye. The A87 Carrich Bridge is located west of Kyle of Lochalsh on the western coast of Scotland, northeast of the A87 Skye Bridge (Figure 1). The scheme will be 250m in

length and extend from National Grid Reference (NGR) NG 75133 27348 to NG 74944 27285.

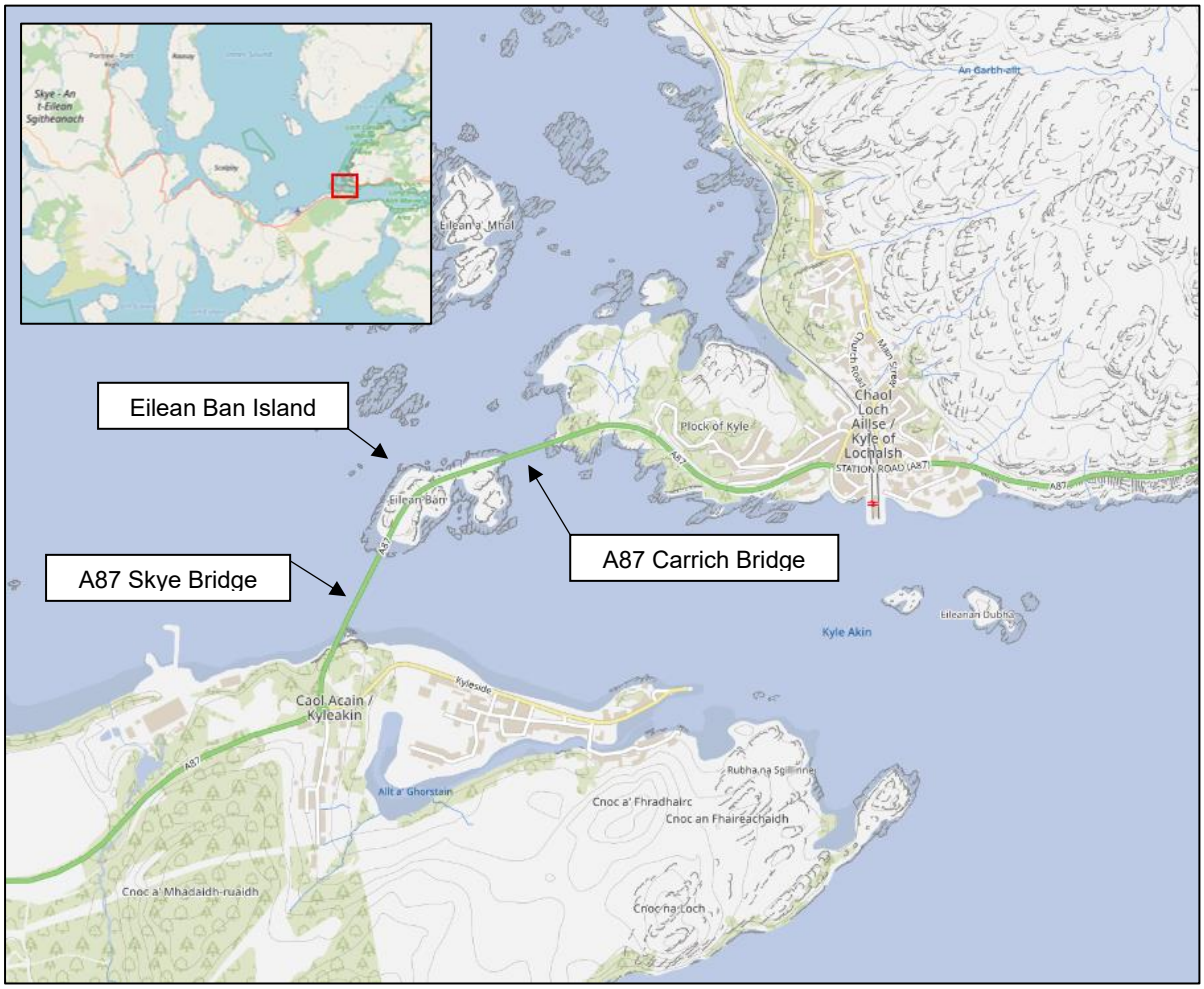


Figure 1. Location of A87 Carrich Bridge in relation to A87 Skye Bridge and Otter Cottage on Eilean Ban. Inset shows scheme location in the wider area. *Source: AMPS*

# Description of local environment

## Air quality

The scheme is not located within any Air Quality Management Areas (AQMA) as declared by the Highland Council and no air quality monitoring stations are located within 50km of the works (Air Quality Scotland).

There are no sites registered on the Scottish Pollutant Release Inventory (SPRI) (Scotland's Environment) for air pollutant releases within 10km of the scheme.

Baseline air quality within the scheme extent is likely to be primarily influenced by trunk road traffic and marine traffic in the area.

## Cultural heritage

A search of Historic Environment Scotland (HES) mapping tool Pastmap did not highlight any Listed Buildings, Scheduled Monuments, Garden and Designed Landscapes, Conservation Areas, Battlefields, or World Heritage Sites within 300m of the scheme extents.

Of lesser cultural heritage interest, Carrich Bridge (Code: MHG17575) 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 also several features of cultural heritage listed on the HER and the National Historic Record of the Environment (NHRE) databases located within 300m of the scheme. The closest being 240m away from the scheme start point, Plock of Skye (ID: 72657).

The construction of the A87 trunk road and associated infrastructure will likely have exposed any potential items of cultural heritage interest present within the upper engineered layers, and as such, the likelihood of presence of undiscovered features is considered low.

## Landscape and visual effects

The scheme does not fall within a National Park (NP) or National Scenic Area (NSA) (SiteLink).

Carrich 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 Carrich 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) Proforma was completed as part of the 10-year Marine Licence to assess the impacts of various planned works on the Carrich bridge over the upcoming years. This Marine Licence was granted on the 10th April 2025, and works covered by this Licence include these ducting works. NatureScot were consulted as part of the HRA process. As such, these works have already been assessed under the Habitats Regulations, and no further assessment is required. Conclusions of the HRA can be viewed in the Environmental Impacts for Biodiversity Section below.

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 were recorded on the NBN Atlas 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 holds the following record of invasive and injurious plant species (as listed in the Network Management Contract (NMC)), using the same search criteria as above:

- Rhododendron (*Rhododendron ponticum*)

There is also record of the invasive non-native mammal species, the American mink (*Neovison vison),* recorded within 2km of the scheme.

A search of Transport Scotland's Asset Management Performance System (AMPS) was used to check for records of invasive and injurious plant species (as listed in the NMC). No records were found within 300m of the scheme extents; however, one record of invasive non-native species (INNS) Japanese knotweed (*Reynoutria japonica*) was recorded approximately 400m north from the scheme.

There are no Ancient woodlands (Ancient Woodland Inventory Scotland) within 300m of the scheme extents.

There are no Tree Preservation Orders (TPOs) present within 300m of the scheme (Highland Council Tree Preservation Orders).

Preliminary Ecological Appraisals (PEA) were carried out on the A87 Carrich bridge on 12/03/2025 and 13/03/2025 by BEAR Scotland.

## 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 (British Geological Society).

Soils within the scheme extent are recorded as being peaty gleys with dystrophic semi-confined peat with peaty rankers (Scotland's Soils).

The soils within the scheme extent are recorded as being of Carbon and Peatland 'Class 5', which is associated with soils that are peat soils with no peatland vegetation, as displayed on Scotland's Peat Map (Scotland's Carbon and Peat Map).

## Material assets and waste

The proposed works on A87 Carrich Bridge are required to carry a new electricity cable across the bridge to Eilean Ban for SSE. The following materials will be used to complete the works:

- Flanged galvanised steel pipes
- Fixings/bolts

No waste materials are expected as no drilling or removal of material is required.

# Noise and vibration

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 ($L_{DEN}$) between 55dB and 70dB on the A87 at the scheme location (Scotland's Noise).

Given the rural nature of the area, it is considered likely that the baseline noise levels will be moderate, with noise mainly influenced by vehicles travelling along the bridge. Secondary sources are derived from day-to-day land management activities and water traffic and the surrounding settlements.

In 2024, the average daily traffic (ADT) flow recorded at a Traffic Scotland Manual Count Point on the A87 trunk road within Kyle of Lochalsh (Site Name: JTC00147), accounted for 5,218 vehicles, including 17.6% heavy goods vehicles (HGVs).

# Population and human health

There are no residential or commercial properties located within 300m of the proposed works.

The scheme lies approxiamtely 660m west from the village of Kyle of Lochalsh and 960m east of the mainland of the Isle of Skye. There is a minimal level of acoustic and visual screening present between the bridge and this settlement.

There are no National Cycle Network (NCN) routes within 300m of the scheme extents (OS Maps).

There are no routes listed on WalkHighlands within 300m of the scheme.

There are no Core Paths within 300m of the scheme (The Highland Council).

While there are no walking routes listed on WalkHighlands or core paths within the scheme extent, there is a paved pedestrian footpath that lies adjacent to and runs parallel with the eastbound carriageway throughout the scheme extent. There are no bus stops or other pedestrian facilities along the A87 throughout the scheme extent.

Traffic management will include temporary single lane closure with traffic lights and stop/go board control when constructing the chambers and installing the duct to the left-hand soffit.

# Road drainage and the water environment

The A87 Carrich Bridge spans the Kyle Akin, which connects the Inner Sound (ID: 200491) northwest of the bridge with Loch Alsh (ID: 200352) to the east. Loch Alsh is a coastal water body that was classified by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC in 2023 as having an overall status of 'Good' (Water Classification Hub). The Inner Sound is also a coastal water body which is located just north of the bridge. It was classified by SEPA in 2023 as having an overall status of 'High' (Water Classification Hub).

The eastern end of the bridge lies within the Wester Ross, Assynt and Kintail (ID: 150700) groundwater body, and the western end lies within Skye South (ID: 150675), both of which were classified by SEPA in 2023 as having 'Good' condition (Water Classification Hub).

The A87 within the scheme extent is not at risk of flooding (SEPA Flood Map).

As the A87 Carrich Bridge spans an area seaward of Mean High Water Springs (MHWS), works on the bridge are subject to marine licence requirements.

In 2025, BEAR Scotland was granted a 10-year marine licence (MS-00011008) by Marine Directorate to permit a range of maintenance works on the A87 Carrich Bridge. The ducting works as included within this RoD are included within this Licence. This licence remains valid until 9th April 2035.

# 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 ducting works, there is potential for short-term negative impacts on air quality. 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 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) and, where feasible, 10m away from potential pollution pathways such as drains and watercourses.
- 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 Carrich Bridge itself is the only feature of cultural heritage within 200m of works. The A87 Carrich Bridge is listed on HER and NHRE 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. However, there is potential for minor, temporary adverse impacts during ducting works as a result of damage to roadside verges, littering, or obstructed views due to vehicles and machinery. Considering the nature and small scale of works and with the following good practice measures in place, the risk of significant impacts to land 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 not 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 proposed ducting works will take place on A87 Carrich Bridge, which spans Lochs Duich, Long and Alsh NC MPA and the Inner Hebrides and the Minches SAC. The bridge is also adjacent to Lochs Duich, Long and Alsh Reefs SAC and Loch Carron NC MPA and lies approximately 2km north of Kinloch and Kyleakin Hills SAC. A HRA Proforma for various works on the A87 Carrich Bridge (which included these ducting works) was completed as part of the 10 year Marine Licence, and consultation with NatureScot was taken into account.

The HRA concluded that the proposed activities will not result in Likely Significant Effects (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 Adverse Effects on Site Integrity (AESI) on these features provided that relevant

mitigation measures are in place. The assessment considered standard working practices to comply with relevant legislation in the above conclusion.

There is suitable habitat for nesting birds present on site. If works will commence during the breeding bird season (March to August inclusive), checks for nesting birds will be carried out prior to works. All site staff will receive a toolbox talk on nesting birds prior to works commencing and will be informed to stop works if an active bird nest is identified in the nearby area. With these and the below good practice measures in place, the risk of significant impacts on nesting birds as a result of works is considered to be low.

- A pre-construction survey will be carried out prior to works to identify any new active resting places in the vicinity of the bridge.
- Toolbox talks will be provided to all site staff prior to works commencing.
- Checks for nesting birds will be carried out prior works commencing.
- If an active bird nest (e.g., eggs or young present, adult sitting on nest) is identified in the vicinity of works, all works within 30m must stop until the BEAR Scotland NW Environment Team can provide advice.
- 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.
- 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 works to avoid mammals falling in and becoming trapped.
- Suitable passage under the bridge will be maintained for the duration of works.
- If fencing is utilised at any point during works, a gap of 200mm from ground level will be provided, allowing free passage for mammals and preventing entrapment.
- Artificial lighting will be directed away from water bodies, coastline, vegetation, or other suitable habitat as much as is safe and reasonably practicable.

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 ducting works at A87 Carrich 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 ducting 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

During ducting works, activities undertaken on site may have temporary adverse impacts on road users as a result of vehicle noise and delays due to traffic management measures. The works are currently anticipated to take place overnight; however, the programme has not been finalised and works may be carried out during daylight hours. Considering the nature and small scale of the works and with the following good practice measures in place, the risk of significant impacts on population and human health is considered to be low.

- There are no properties located within 300m of the scheme and the works will facilitate electricity provision to Otter Cottage, located 400m from the works.
- 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.
- If night works are required, the Environmental Health Officer (EHO) for Highland Council will be notified of works. Residents in the holiday cottage on Eilean Ban will also be consulted and provided with a 24-hour contact number for the BEAR Scotland Control Room.
- On-site construction tasks will be programmed to be as efficient as possible, 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 population and human health during the construction phase is considered to be low and this receptor is not considered further in this RoD.

## Population and human health

During ducting works, activities undertaken on site may have temporary adverse impacts on road users as a result of vehicle noise and delays due to traffic management measures. However, the works will be publicised to inform road users

of construction dates and time. In addition, the works will move progressively along the full scheme extent.

Loss of electricity for Otter Cottage will likely occur during supply switch-over, however this will be temporary and highly limited, only occurring after completion of the ducting works. Residents will be notified in advance to further limit any disruption.

Considering the nature and small scale of the works and with the following good practice measures in place, the risk of significant impacts on population and human health is considered to be low.

- There are no properties located within 300m of the scheme and the works will facilitate electricity provision to Otter Cottage, located 400m from the works.
- Residents with affected electricity supply (i.e. Otter Cottage) will be notified in advance of any planned disruption to power supply.
- A traffic management plan will be developed in accordance with Chapter 8 of the Traffic Signs Manual (UK Government) to reduce disruption to vehicle travellers. Traffic management is required for safe access to the site and is expected to consist of a single lane closure that will be removed/reinstated at the end/start of each work shift.
- 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's social media platforms.
- Traffic management will include appropriate provisions for non-motorised users (NMUs) of the road such as pedestrians and cyclists who may take longer than motorised vehicles to travel the length of the traffic management.
- 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 population and human health 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

Ducting works will not entail any in-water works; however, the A87 Carrich Bridge spans an area seaward of MHWS. A 10-year marine licence was granted by Marine Directorate in April 2025 (MS-00011008) which permits the ducting works, in addition to other anticipated maintenance works. This licence remains valid until April 2035.

As ducting works will not entail any in-water works, the potential for impacts on the water environment is limited to pollution due to loss of containment of the working area. However, works will either be carried out using a MEWP with underbridge extension capabilities or via a portable scaffold unit suspended over the side of the

bridge. Both of these options will have containment measures in place (e.g., debris netting, sheeting) to prevent any loss of construction materials into the water environment. The new ducting will be bolted to existing channels in the soffit of the footway using mechanical fixings. Therefore, drilling into the concrete of the bridge is not required and concrete dust or other particular matter will not be created during works.

Standard working practices to comply with Environmental Authorisations (Scotland) Regulations 2018 (EASR) 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-00011008) issued by Marine Scotland will be complied with. A copy of the marine licence and variation will be retained on site and made available for inspection as required.
- All conditions of SEPA's General Binding Rules (GBRs) 7 and 9 will be adhered to during works (sepa.scot).
- Pollution control measures will be detailed in the SEMP and adhered to on site to prevent materials or pollutants entering the water environment.
- The scheme will not entail any in-water works.
- 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.
- 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 scheme works have the potential to cause local air quality impacts as a result of the emission of greenhouse gases through the use of vehicles and machinery, material use and production, and transportation of materials to and from site.

The following mitigation measures will be put in place:

- BEAR Scotland will adhere to their Carbon Management Policy.
- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Where possible, materials will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be removed to local waste management facilities.

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.

## Vulnerability of the project to risks

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

Works are restricted to the hardstanding and structure of the A87 trunk road and Carrich bridge and TM will be designed in line with existing guidance. TM will consist of single lane closures with temporary traffic lights. Local residents will be notified of working hours and provided with appropriate contact information. Pedestrians or other NMUs will be accommodated within the TM setup where applicable.

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 cumulative effects

A search of the Highland Council Planning Portal showed two planning applications for minor changes (change of use, and erection of a roof porch) to properties 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). No other planning applications have been noted.

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 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 small scale of the proposed ducting works at A87 Carrich 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.

## 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 which is a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria,

reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- The total working area is less than 1 ha.
- The works will be temporary, localised, and short-term.
- Works are currently programmed to be completed during night-time hours, when the traffic count is at its lowest levels.
- The works will not damage or alter the footprint of the A87 Carrich 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.
- A pre-construction survey will be undertaken and pre-construction nesting bird checks will be undertaken if works will commence during the breeding bird season (March to August inclusive).
- 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 works lie within the boundary of Inner Hebrides and the Minches SAC, and also have connectivity to other designated sites, the HRA concluded that the proposed activities will not result in LSE on the qualifying habitats of Kinloch and Kyleakin Hills SAC, and would also not result in AESI on 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.
- The scheme is located in a relatively rural area distant from businesses and residential properties.
- Land use will not change as a result of the works.
- The site compound 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.
- A 10 year marine licence (MS-00011008) for A87 Carrich Bridge was granted by Marine Directorate in April 2025 which permits the ducting works, in

addition to the maintenance works included in the original marine licence. This licence remains valid until April 2035.

- 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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