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Environmental Impact Assessment Record of Determination

A87 Inverinate Lodge

Contents

Project Details

Description

BEAR Scotland have been commissioned by Transport Scotland to carry out road signage works on a stretch of A87 on the periphery of Inverinate.

The works package includes replacement of one existing road sign and installation of two new road signs over a total length of 370m, comprising individual short sections of up to 2m in length for each sign.

Excavated soil for sign installation will be side-casted within the scheme extents.

The works are currently programmed to be completed within the 2024/2025 financial year, commencing in June 2024. It is expected that the works will be completed over 5 days by utilising a daytime working pattern (07:00 – 19:00). Changes in the programme may result in the need for night-time works.

Traffic Management (TM) will involve verge working with short intermittent stop/go boards for getting plant or materials onto site. The TM strategy will be in line with recommendations and guidance in The Traffic Signs Manual Chapter 8.

Location

The scheme is located on a stretch of the A87 carriageway in the rural village of Inverinate which is located approximately 5km south from the village of Dornie (Figure 1), within Highland council area. The scheme has the following National Grid References:

- Scheme start: NG 91594 21979
- Scheme end: NG 91892 21837

Works will take place on both the northbound and southbound verges of the carriageway.

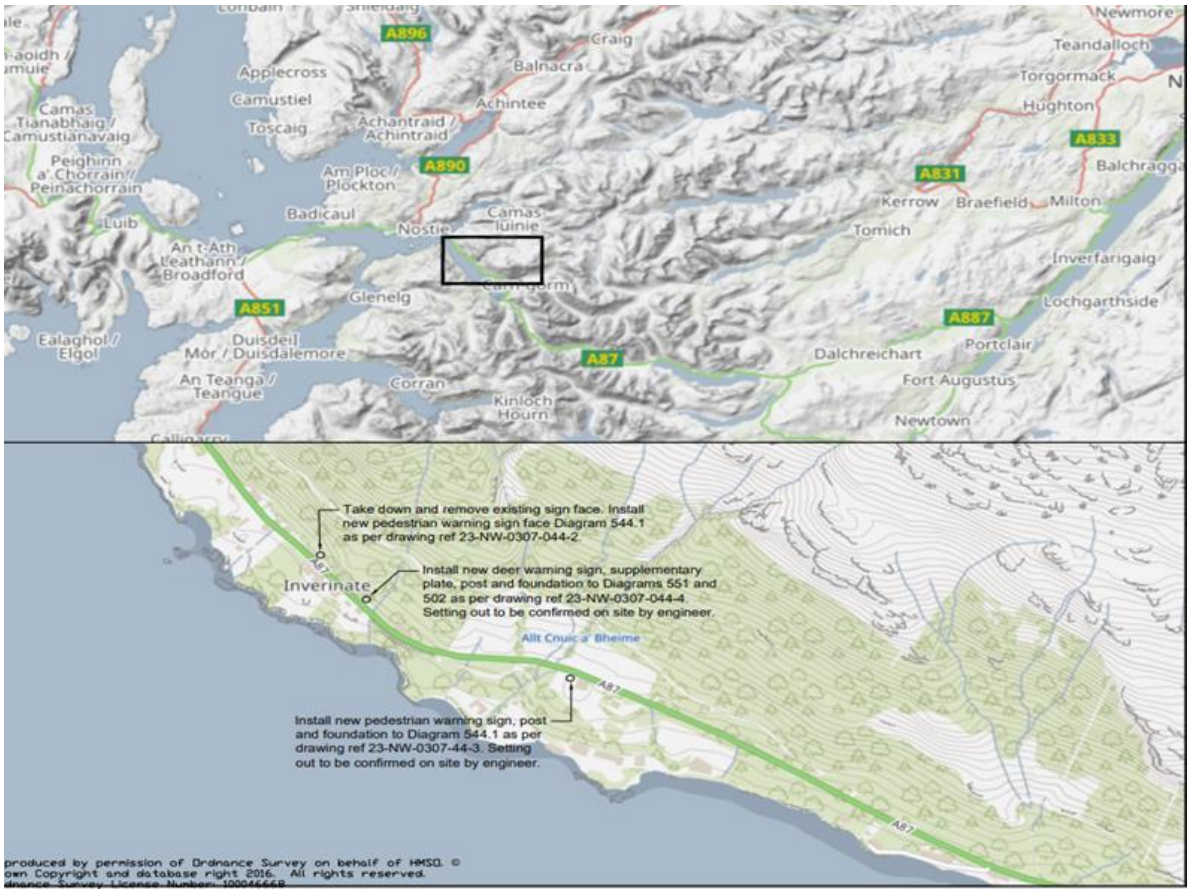

Figure 1. Scheme location. Source: Environmental Assessment Request (EAR). A87 Inverinate Lodge. Scheme reference 23-NW-0307-44 (2024).

Description of local environment

Air quality

No Air Quality Management Areas (AQMA) (Air Quality Management Areas) are located within 10km of the scheme.

There are no air quality monitoring stations within 10km of the works (Scottish Air Quality). The closest air monitoring station is located within Fort William which lies approximately 49km southeast from the scheme.

No sites registered on the Scottish Pollution Release Inventory (SPRI) are located within 10km of the scheme (Scottish Pollution Release Inventory).

A traffic count point on the A87 carriageway nearest to the works provides average annual daily flow (AADF) of 2,869 vehicles, including 288 (10%) heavy goods vehicles (HGVs) (Road Traffic Statistics).

Baseline air quality in the study area is mainly influenced by vehicles travelling along the A87 trunk road. Secondary sources are derived from vehicles travelling along the local road network and activities associated with land management within the area.

Cultural heritage

According to Pastmap, there are no cultural heritage features located within the scheme extents. The following cultural heritage features were highlighted to be within 300m of the scheme:

- Three features recorded on the Canmore database. The nearest of these, ‘Inverinate House, The Square’ lies approximately 20m west of the scheme.
- Three Historic Environment Records (HERs). The nearest of these lies 20m west of the scheme and is also noted as a Canmore.

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

Landscape and visual effects

The scheme is located within Kintail National Scenic Area National Scenic Area (NSA). The special general qualities of the NSA include the following:

- 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 scheme is not located within a National Park (NP) (SiteLink).

The scheme is located within a rural location on the A87, with land use surrounding the scheme predominantly woodland with pockets of open grassland/shrubland and fresh water provided by Loch Duich.

The Landscape Character Type (LCT) within the scheme extent is recorded as Rugged Massif – Skye and Lochalsh (LCT No. 365), which has the following key characteristics:

- Massive form of hills and mountains, usually forming ranges.
- Broad rugged summit areas, occasionally with clearly defined peaks.
- Broad bases and gentle, convex foot slopes.
- Extensive ranges divided by u-shaped valleys with moraines, screes, and exposed rock.
- Slopes with shoulders divided by corries and u-shaped valleys with burns and waterfalls.
- Occasional features of undulating rocky plateaux, and areas of smooth moorland and peat hags.
- Margins include large scale plantations.
- Limited evidence of human activity in the interior, typically tracks for deer stalking, and reservoirs.
- Extensive high-level views of the vast mountainous interior.
- Wild character due to sparse habitation, natural landform and water courses, and sense of remoteness.

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 160 kilometres to the pier at Uig on the Isle of Skye. The A87 is a single carriageway along its length.

Biodiversity

Loch Duich, Long and Alsh Reefs Special Area of Conservation (SAC) (NatureScot Site Code: 8309) lies approximately 70m west of the scheme at its nearest point. It has been assessed that the works will not result in Likely Significant Effects (LSE) on designated features of the Loch Duich, Long and Alsh Reefs SAC.

No locally or nationally designated sites for biodiversity features (i.e., Sites of Special Scientific Interest (SSSI), Local Nature Reserve (LNR), or National Nature Reserve (NNR) are located within 300m of the scheme (SiteLink).

Numerous records of bird species were returned within 2km of the works by using NBN search (within the last 10 years). Under the Wildlife and Countryside Act 1981 (as amended) (WCA), all wild birds and their nests are protected.

No invasive non-native species (INNS) of plant as listed on Schedule 9 of the WCA, invasive native perennials (as listed in the Trunk Road Inventory Manual) or injurious weeds, as listed under the Weeds Act 1959 were returned within 2km of the scheme extents (within the last 10 years), on the NBN Atlas.

One record of common ragwort (*Jacobaea vulgaris*), an injurious weed, was highlighted on Transport Scotland's Asset Management Performance System (AMPS) within 300m of the scheme.

Habitats in the surrounding area are dominated by coniferous and deciduous woodland which can be found flanking the A87 carriageway, with pockets of open grassland and shrubland. Loch Duich lies approximately 70m west of the scheme and provides substantial freshwater habitat in the area.

One ancient (of semi-natural origin) woodland and one long-established (of plantation origin) woodland listed on the Ancient Woodland Inventory (AWI) lie within 300m of the scheme.

No Highland Tree Preservation Orders (TPO) are located within 300m of the scheme.

Geology and soils

The scheme does not lie within a Geological Conservation Review Site (GCRS) or a geologically designated SSSI.

Bedrock within the scheme extent is comprised of: (i) Lewisian Complex – Orthogneiss and (ii) Loch Duich Gneisses – Pelite, gneissose, which are metamorphic bedrocks (BGS Geology Viewer).

No records of superficial deposits within the scheme extents are provided (BGS Geology Viewer).

The local soil type is recorded as brown earths with humic gleys (Scotland's Soils).

Soils within the scheme extent are recorded as being 'Class 0', as displayed on Scotland's Peat Map. Class 0 is considered to be mineral soil, and peatland habitats are not typically found on such soils.

Material assets and waste

The proposed works are required to remove existing sign faces to replace with new and the installation of new foundations, posts, and signs. Materials used will consist of:

- Sign faces.
- Steel signposts.
- Concrete foundations.

The value of the scheme does not exceed £350,000; therefore, a Site Waste Management Plan (SWMP) is not required.

Redundant sign faces will be removed from site.

No site compound is required for these works.

Noise and vibration

The scheme extent is located within a rural area with tree shelterbelts flanking the carriageway. Properties within 300m of the scheme are described below under section 'Population and Human Health'.

The works do not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan (Road maps).

There are no modelled noise levels (Lden) within the scheme extents (Scotland's Noise Map).

Baseline noise levels are likely to be primarily influenced by traffic travelling along the A87 carriageway. Secondary sources are derived from vehicles travelling along

the local road network and activities associated with land management within the area.

Population and human health

There are several residential properties within 300m of the scheme. The closest property lies approximately 10m west from the A87 carriageway and is accessed via the A87. No screening is provided from the carriageway to the property by roadside verge planting or mature trees.

Public footpaths lie either side of the carriageway at the scheme extents.

There is one layby found within the scheme extents.

There are no Core Paths in Highland Council or National Cycle Network routes or other public facilities situated within 300m of the scheme.

Road drainage and the water environment

There are no classified waterbodies by the Scottish Environment Protection Agency (SEPA) under the Water Framework Directive 2000/60/EC (WFD) spanned or culverted beneath the A87 within the scheme extent.

Loch Duich (ID 200111) is a coastal waterbody in the Scotland River basin district which lies approximately 70m west of the scheme at its nearest point. Loch Duich has been classified by SEPA as having an overall classification of 'Good' (in 2022) under the WFD 2000/60/EC (Water Classification Hub). It is 12.1 square kilometres in area.

A number of minor tributaries and drainage channels lie within 300m of the scheme.

The scheme falls within the Wester Ross, Assynt and Kintail (ID 150700) groundwater body which has been classified by SEPA in 2022 as having 'Good' overall condition. Groundwater bodies are also designated as Drinking Water Protected Areas (Ground) (DWPA).

Road drainage within the scheme is provided via roadside filter drains.

The SEPA indicative surface water online flood mapping tool records that the scheme falls within an area that has a medium likelihood of surface water flooding each year (0.5% chance).

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. The main sources are likely to be dust generated by excavation, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions 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 the air are considered to be low.

- When not in use, plant and vehicles will be switched off; there will be no idling vehicles.
- All plant, machinery and vehicles associated with the works will be maintained in order to minimise emissions, as per manufacturing and legal requirements.
- No significant dust, particulate matter, and exhaust emissions sources will be introduced by the works.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.
- All delivery vehicles carrying material with dust potential will be covered when travelling to or leaving site, preventing the spread of dust beyond the work area.
- Activities involving cutting/planing will be appropriately managed to reduce the potential for dust creation. This will involve use of measures such as dampening down or on tool extraction where required.
- Material stockpiles will be reduced as far as is reasonably practicable by using a ‘just in time’ delivery system. All material will also be stored on made ground.
- Any stockpiled material on site will be monitored daily to ensure no risks of dust emissions exists.
- Materials will be removed from site as soon as is practicable.
- Good housekeeping will be employed throughout the work.

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

Cultural heritage

Although the works entail excavation for signposts, all excavation will be minor and restricted to the already engineered carriageway boundary, and as such the potential for exposure of cultural heritage features is considered to be negligible; construction of the A87 road corridor is likely to have removed any archaeological remains that may have been present.

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

- There will be no storage of vehicles, plant, or materials against any buildings, walls or fences.
- Should any unexpected archaeological evidence be discovered, works will stop temporarily in the vicinity and the BEAR Scotland Environment Team contacted for advice.
- People, plant, and materials shall, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access out with these areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot.

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 will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A87, and construction works are programmed to be of short duration, and as such, the visual impact of the works will be minimal and will not alter the visual character of the trunk road. Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected with one replaced sign and two new signs being the only change. As such, no negative impact on the local landscape or Kintail NSA is expected and, NatureScot has been notified of the works and have no comments to add.

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.

- Works will avoid encroaching on land and areas where work is not required or does not have permission to do so. 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

The scheme is not situated within any ‘sensitive area’ designated for biodiversity features and it has been assessed that the works will not result in LSE on Loch Duich, Long and Alsh Reefs SAC.

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. However, works are restricted to the A87 trunk road boundary and the number of construction vehicles and construction operatives required onsite is low. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A87, and the scheme is of a short duration (5 days) undertaken on a rolling programme by utilising a daytime working pattern. The potential for significant species disturbance within the area of likely construction disturbance is therefore considered to be low.

The works will be restricted to the A87 carriageway soft verge. However, no INNS species have been noted within the scheme extents and noted common ragwort record is managed under the NW Landscape Management Plan. There is no requirement to import topsoil and the small amounts of excavated soil required for new signposts will be spread within the road verge at the scheme extents. As such, there is limited potential to spread or introduce INNS, invasive native perennials, or injurious flowering plant species.

Pollution controls and good practice measures to reduce impacts of works on the local environment will be detailed in the Site Environment Management Plan (SEMP)

and adhered to on site. Therefore, with the following mitigation measures in place, the risk of significant impacts on biodiversity are considered to be low:

- Site personnel will remain vigilant for the presence of potentially unrecorded instances of INNS or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works shall take place within 7m of these areas until the BEAR Scotland Environment Team can provide further advice on additional mitigation measures.
- Works will be strictly limited to areas required for access and signage works. Unnecessary encroachment onto terrestrial or aquatic areas will not be tolerated.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environment Team.
- 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.
- Relevant toolbox talks for working with protected species will be included in the SEMP.
- 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.
- Any temporary lighting used during periods of low light levels will be directional and will avoid spilling into sensitive areas where possible.
- 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.

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

All works are confined to the A87 carriageway boundary and are restricted to signage works. No significant earthworks are expected as part of these works and

excavated soil material will be side casted within the site. The following measures will be applied to on site:

- The parking of machinery/personnel and storage of equipment on road verges will not be permitted.
- Mitigation measures to prevent contamination of soils through loss of containment will be strictly adhered to.
- Standard good practice measures, like containment measures for working near water, to prevent water and soil pollution will be detailed in the SEMP and adhered to on site.

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

Material assets and waste

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

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

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

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- The subcontractor will adhere to waste management legislation and ensure they comply with their Duty of Care.
- Containment measures will be in place to prevent debris or pollutants from entering the surrounding environment.
- 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 must 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 produced 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.

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

Noise and vibration

Construction activities associated with the proposed scheme have the potential to cause noise and vibration impacts through the use of equipment and construction vehicles for the proposed activities. However, the works are not located within a CNMA or CQA. Works will be completed over 5 days by utilising a daytime working pattern and works with the potential to induce worst-case scenario noise and vibration will also be intermittent, temporary, transient and short-lived.

Upon completion of the work, noise associated with the movement of vehicles on the trunk road should decrease post construction.

The following mitigation measures will be put in place:

- Local residents which are affected by the works will be notified in advance of the works, likely by a letter drop, which will contain details of the proposed timings and duration of the works, in addition to contact details for the Site Supervisor.
- The Best Practice Means, as defined in Section 72 of the Control of Pollution Act 1874, will be employed at all times to reduce noise to a minimum. On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors.
- All site personnel will be fully briefed in advance of works regarding the need to minimise noise during works and of the site-specific sensitivities.

- All plant, machinery and vehicles will be switched off when not in use.
- All plant will be operated in such a way that minimises noise emissions and will have been maintained regularly to the appropriate standards.
- Where fitted, and where permitted under Health and Safety requirements, white noise reversing alarms will be utilised during construction.
- Where ancillary plant such as generators are required, they will be positioned so as to cause minimum noise disturbance. Where deemed necessary, acoustic screens will be utilised.

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

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents, vehicle travellers, and NMUs. No significant congestion issues are noted during the proposed construction hours; however, increased journey times may occur, but these are considered insignificant considering the relatively low traffic counts and minimal requirement for TM. In the event of local access restrictions to residential properties, access will be granted as requested.

The closest residential property lies 10m west from the works and has no screenings from the scheme extents, however given that the works are minor, transient and being undertaken during the daytime working hours there is only limited potential for disturbance.

With the following mitigation measures in place, the risk of significant impacts on population and human health is considered to be low:

- Notification will be issued to local residents and local public transport operators prior to commencement of the works, advising of any proposed works and expected restrictions.
- Any changes of schedule (e.g. change from daytime works to night-time works) will be communicated to local residents throughout the programme.
- Appropriate provisions / measures will be implemented within the traffic management to allow the safe passage of NMUs of all abilities through the site.

- In the event of bus stop closures, appropriate alternative bus stops will be set-up outwith traffic management, which will be clearly signed and fully accessible.
- 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 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

There is potential for temporary impacts on the water environment due to operation of plant within and within proximity to watercourses and/or drainage systems, which may lead to 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). No in-water works will take place and there is no requirement for the abstraction or transfers of water from, or discharges to, a waterbody. As such, the potential for a direct pollution incident within a waterbody is unlikely. Experience gained from BEAR Scotland maintenance schemes elsewhere on the network has shown that where standard good working practice is adopted (e.g., adherence to SEPA good practice guidance, utilisation of drain covers or similar, etc.), water quality is protected.

The works may result in potential direct or indirect effects on surrounding waterbodies. The following mitigation measures will be put in place to reduce the risk of pollution incidents as a result of works:

- No work has been identified that would require entering any surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before the works commence) to allow consideration of potential environmental effects.
- 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 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 will stop, and the incident will be reported to the project manager and the BEAR Scotland Environmental Team. SEPA will be informed of any such incident as soon as possible using the SEPA Pollution Hotline.
- All plant and equipment will be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- Storage of hazardous material, oil and fuel containers will be distanced more than 10m away from any watercourses.
- If required, a designated refuelling area will be identified. Fuel bowsers will be stored on an impermeable area and be fully bunded. This will be distanced more than 10m from any watercourses.
- During refuelling of smaller mobile plant, a funnel will be used, and drip trays will be in place. Care will be taken to reduce the chance of spillages. Spill kits will be quickly accessible to capture any spills should they occur. The ground/stone around the site of a spill shall be removed, double bagged and taken off site as special contaminated waste.
- Generators and static plant may have the potential to leak fuel and/or other hydrocarbons and will have bunding with a capacity of 110%. If these are not bunded then drip trays 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.
- Where possible, material will be sourced locally to reduce greenhouse gas emissions associated with materials movement, and waste will be disposed at local landfill.

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

Vulnerability of the project to risks

The scheme falls within an area that has a medium likelihood of surface water flooding each year (0.5% chance). 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 areas of made ground on the A87 with access to the scheme gained via the A87. Works will likely be verge working only and as such TM will involve verge working with potential short term intermittent stop/go boards for getting plant/materials onto site. Where required, alternative NMU provisions/routes will be included in the traffic management setup, to minimise impact of the works on NMUs.

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

During construction, activities associated with the works may create several types of minor temporary disturbances such as changes to noise and vibration and air quality. However, these impacts will be temporary in nature and are not anticipated to result in a significant cumulative effect.

A search of the Highland Council Planning Portal (Highland Council Planning Portal) identified one approved planning application within 300m of the scheme. Permission

has been granted for the erection of a house and relocation of gas tanks (ref 23/05367/FUL).

It has been noted that there is potential for cumulative effects to arise from overlapping construction periods with the other developments. However, due to a number of factors - such as the scale of the development, and the timing and nature of the works and mitigation committed to for the proposed scheme (SEMP) - the assessment concluded that no significant cumulative effects are anticipated during the construction phase. It is expected that the project will not overlap. No cumulative effects on people or property receptors are anticipated during operation given there will be no change to the existing road conditions.

A search of the Scottish Road Works Commissioner website (Scottish Road Works Online) has identified that no other roadworks are currently ongoing, or noted as being planned, on the 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 or will utilise existing TM to complete multiple schemes at once. This approach allows BEAR Scotland to effectively manage the potential cumulative effects as a result of TM, resulting in minimal disruption to users of the Scottish trunk road network.

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

Assessments of the environmental effects

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

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) is situated in whole within the Kintail National Scenic Area 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:

- Construction activities are restricted to an area of 0.01ha along a 370m stretch of the A87.
- The works will be confined to the verges of the existing A87 carriageway and will be completed over 5 days, during daytime hours.
- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- No INNS have been recorded within the scheme extents.

- 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.
- Measures will be in place to ensure appropriate removal and disposal of waste.

Location of the scheme:

- The scheme extent is located within Kintail NSA. NatureScot has been advised for their comments.
- There are no GCRS or a geologically designated SSSI within 300m of the scheme.
- Loch Duich, Long and Alsh Reefs SAC lies approximately 70m west of the scheme. It has been assessed that the works will not result in LSE on designated features of the SAC.
- The scheme does not lie within any sites of historical, cultural, or archaeological significance.
- The scheme will be confined within the existing carriageway boundary and as a result will not require any land take or alter any local land uses or habitats.
- 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.
- No site compound is required for this scheme.

Characteristics of potential impacts of the scheme:

- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.
- Measures will be in place to ensure appropriate removal and disposal of waste.
- Works are programmed to take 5 days to complete on a rolling programme, by utilising daytime working pattern.
- Residual impacts are considered to be beneficial for the road users who may use this section of the A87.
- The SEMP will include plans to address environmental incidents.
- 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.
- 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.

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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