



A82 Kiachnish Scour Repairs 2021

Marine Licence Pre-Application Consultation Report

	Name	Organisation	Signature	Date
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Client:	Transport Scotland			

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1.0 Introduction

BEAR Scotland on behalf of Transport Scotland are proposing to undertake scour repair works to the A82 trunk road bridge over the River Kiachnish near Fort William.

Consultation with Marine Scotland has confirmed that a Marine Licence as well as Pre-Application Consultation (PAC) will be required for the proposed works. Refer to Section 5 of this Report and Appendix A for details of this consultation and a copy of correspondence.

The works do not fall within Annex I of the Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU. Transport Scotland has advised that, under the Roads (Scotland) Act 1984 as amended by the Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017, the works are considered to be a 'relevant project' falling within Annex II of the above EIA Directive due to exceeding 1ha in area. Therefore, the scheme has been screened against the criteria in Annex III of the EIA Directive and the conclusions recorded in a Record of Determination (RoD).

2.0 Statutory Requirements

Deposit and construction activity in Scotland's seas is regulated by the Marine (Scotland) Act 2010. Sections 22, 23 and 24 of the Marine (Scotland) Act 2010 provide that Scottish Ministers may prescribe, by regulations, that certain classes or descriptions of licensable marine activity are subject to the PAC procedure and, together with the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, set out what that process entails.

The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 ('the Regulations') were laid before the Scottish Parliament on 10 October 2013. They prescribe the marine licensable activities that are subject to PAC and, in combination with the Marine (Scotland) Act 2010, set out the nature of the PAC process.

Temporary modifications to the 2013 Regulations have been made through the Marine Works and Marine Licensing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020 due to the on-going Covid-19 pandemic.

Statutory consultation is required to be undertaken as the activity BEAR Scotland propose to carry out is of a class or description prescribed in Section 4(e) of the 2013 Regulations:

"the alteration or improvement of any works (with the exception of a renewable energy structure) within the Scottish marine area either in or over the sea or on or under the seabed by extending such works, but only where the total area in which such works, as extended, are to be located exceeds 1000 square metres in extent;"

Section 6 of the 2013 Regulations states that the prospective applicant for a marine licence must give notification that an application for a marine licence is to be submitted to the following stakeholders:

- (a) the Commissioners of Northern Lighthouses;
- (b) the Maritime and Coastguard Agency;



- (c) the Scottish Environment Protection Agency;
- (d) Scottish Natural Heritage (NatureScot); and
- (e) any delegate for a marine region where the application for a marine licence is for an activity which is to be carried out wholly or partly in that region.

Section 7. (1)(a) and (b) of these Regulations states that the prospective applicant for a marine licence must:

- Hold at least one PAC event to allow members of the public to provide comments on the licensable marine activity; and
- Publish a notice in a local newspaper containing various information including:
 - A description of the marine activity, where further information may be obtained, details of the PAC event, a statement explaining how/where/when persons should comment and identifying that comments are not representations to the Scottish Ministers but that formal representations can be made upon application submission

Section 7 (2) of these Regulations states that a PAC event must be held no earlier than six weeks after the date on which notification of such event is given. Section 8 of the Regulations then goes on to state that a PAC report must be prepared.

Regulation 2 of the Marine Works and Marine Licensing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020 amends the 2013 Regulations. These amendments provide that during the relevant period and in the period of 6 weeks immediately following the end of the relevant period an **online** event rather than a public event is to be held as part of PAC procedures.

3.0 Aims of the Report

This Report outlines the efforts undertaken by BEAR Scotland to ensure that PAC engagement has been undertaken to inform the local community and stakeholders of the emerging proposal that complies with the statutory requirements.

This Report provides further clarification on the following topics:

- Identification of the groups, individuals and stakeholders consulted during the PAC process;
- Identification on the types of consultation that have been undertaken;
- Details of each PAC event;
- Details of any verbal/written feedback received; and
- Conclusions on how the feedback has been considered by BEAR Scotland.

4.0 Description of the Proposed Works

Kiachnish Bridge lies approximately 6.5km south of Fort William and carries the A82 trunk road over the River Kiachnish. The River Kiachnish outfalls into Loch Linnhe and is below Mean High Water Springs (MHWS) at the proposed works location.

The main works will comprise installation of rip-rap rock armour across the full width of the channel bed to create an area of stone pitching. This is required to protect the bridge piers as they have been subjected



to both fluvial and coastal scouring. This area of bed protection will extend approximately 12m upstream and downstream of the bridge. The existing channel will be excavated to a depth of 2m below the existing ground level and filled with large diameter rocks (rip-rap rock armour). The in-stream works area will subsequently be reinstated with reclaimed riverbed material.

The excavation and rip-rap rock armour installation will utilise a phased method with works being completed beneath one span of the bridge before works start in the next span to ensure the stability of the bridge is maintained throughout the works.

The works will be carried out in a dry working area and therefore significant temporary works are required to temporarily divert the river flows and tides. The excavations will also require supports using either trench boxes or trench sheets. The water management method will utilise rock bags covered with a water barrier membrane. These will be repositioned between each phase of works by crane to create dry working areas.

Phase 1 - Span 1 (September/October 2021):

- Set up site compound;
- Establish dry working area around span 1 using rock bags (full flow of the River Kiachnish to be diverted through spans 2 and 3);
- Excavate up to 2m below existing bed level;
- Install rip-rap rock armour;
- Reinstatement using reclaimed riverbed material.

Phase 2 - Span 3 (October/November 2021):

- Move dry working area from span 1 to span 3 (full flow of the River Kiachnish to be diverted through spans 1 and 2);
- Excavate up to 2m below existing bed level;
- Install rip-rap rock armour;
- Reinstatement using reclaimed riverbed material.

Phase 3 – Span 2 (November/December 2021):

- Move dry working area from span 3 to span 2 (River Kiachnish will be flumed through steel pipes running through spans 1 and 3);
- Excavate up to 2m below existing bed level;
- Install rip-rap rock armour;
- Reinstatement using reclaimed riverbed material;
- Demobilise from site.

Additional works to carry out a small number of concrete repairs will also be required throughout all phases of works.

Access from the southern bank both upstream and downstream of the bridge will be required to carry out the proposed works. A site compound will be located on the southern bank either upstream or downstream of the Kiachnish Bridge.



No road closures are required to facilitate the works. Traffic management over the bridge will be required when setting up or removing the site compound and moving plant or material between lifting locations. Working hours will generally be between 7am and 7pm.

Works are proposed to start in August 2021 although this will be dependent on receiving the appropriate consents in time. In water works are expected to take between three and four months to complete, with each phase of works taking between four and six weeks to complete. Works are therefore expected to be completed by the end of January 2022. An outline programme is given below.

- Site set-up: August 2021
- Phase 1: September/October 2021
- Phase 2: October/November 2021
- Phase 3: November/December 2021
- Demobilisation: January 2022

5.0 Public Consultation and Timeline

BEAR Scotland has carried out PAC as set out by the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 with the temporary modifications which have been made through the Marine Works and Marine Licensing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020 due to the on-going Covid-19 pandemic. Details of the nature of that consultation and the date it was carried out are set out in Table 1 below.

Table 1: Summary of consultation undertaken for A82 Kiachnish Bridge scour repairs PAC as part of the application for a marine licence.

Date	Engagement Type
05/02/2020 - 20/10/2020	E-mail communication between BEAR Scotland and Marine Scotland advising Marine Scotland of the works and Marine Scotland confirming PAC is required and outlining the requirements which will need to be met. A copy of all correspondence can be found in Appendix A.
23/12/2020	E-mail sent to those stakeholders as set out in Section 6 of the 2013 Regulations. A full list of all stakeholders contacted is detailed in Appendix B.
Lochaber Times 21/01/2021 Edinburgh Gazette 22/01/2021	Notices published in local newspaper as per format set out in Section 7 of the 2013 Regulations. See copies of these notices provided in Appendix C.



Fiona Munro 25/02/2021 Marine Scotland 26/01/2021	E-mail sent to Marine Scotland to evidence publication of notices and to provide information as per the Amending Regulations to allow Marine Scotland to publish these details on their website. See Appendix D for a copy of correspondence.
02/03/2021 2pm	Public consultation event held online as per the Amending Regulations.

6.0 Comments and Objections

Responses from the stakeholder consultation as per Section 6 of the 2013 Regulations were received from three consultees. A summary of their comments is provided in Table 2 below and a copy of the correspondence is included in Appendix E.

Table 1: Summary of stakeholder responses

Stakeholder	Summary of comments	Date
NatureScot	<ul style="list-style-type: none"> – no comments – The works lie outwith, and are unlikely to affect, any designated sites for nature conservation 	05/01/2020
Maritime & Coastguard Agency	<ul style="list-style-type: none"> – No objections in principle – Comment will be provided upon receipt of formal application – Request to see the conclusion of pre-application stakeholder engagement with other marine users, including Statutory Harbour Authorities, if applicable, within the formal marine licence application. 	31/12/2020
Northern Lighthouse Board	<ul style="list-style-type: none"> – No objections – No navigation marking is required 	23/12/2020
Lochaber District Salmon Fisheries Board	<ul style="list-style-type: none"> – Not aware that there would be a period of 4-6 weeks when the temporary in-stream works would prevent the movement of migratory fish species. – This is problematic as the sea trout and salmon run from June to October and this would prevent them moving upstream. – The preferred period at this location for this element of works would be between <u>mid-November to mid-March</u> which would avoid the adult fish run from June to October and the smolt run in April/May. 	12/03/2021



	<ul style="list-style-type: none"> - Lighting and noise which can disturb fish is primarily a problem when they are running and therefore less of an issue between mid-November to mid-March. - While measures should always be in place to prevent pollution and transport of sediments downstream this is less of an issue at this location as the works are in transitional waters so there is no spawning/eggs or juvenile fish which are highly sensitive to being smothered. 	
Scottish Environment Protection Agency (SEPA)	<ul style="list-style-type: none"> - No response received, likely due to the on-going cyber attack. - Consultation with SEPA was previously carried out in advance of the Marine Licence PAC as part of BEAR Scotland's environmental assessment of the project and is attached to supplement the PAC Report. - SEPA understand all works are below MHWS and that BEAR Scotland intend to apply for a Marine Licence. - Works are taking place in transitional waters there is no formal authorisation required from SEPA. 	12/02/2020

Following publishing of notices of the proposed works in the Lochaber Times on the 21st of January 2021, the Edinburgh Gazette on the 22nd of January 2021 and the Marine Scotland website, no requests were made to join the online public engagement event organised on the 2nd of March 2021.

7.0 Conclusions

The PAC that has been carried out has only identified comments on the proposed timing of the works from the Lochaber District Salmon Fisheries Board. In light of this, the programme and sequencing of the works has been altered to take account of their recommendations to reduce the risk of impacts on fish. The Lochaber District Salmon Fisheries Board have confirmed their agreement with our proposed programme (which is the one set out in Section 4 Description of the Proposed Works). This correspondence is included in Appendix E.

No further comments or concerns about the proposed works from stakeholders or the general public were recorded.

The consultation undertaken as part of this project fulfilled all the aforementioned legislative requirements. Specifically, notification of intention to submit a marine licence to those parties detailed in Section 6, and advertising of the online event in the Lochaber Times, Edinburgh Gazette and on the Marine Scotland Website over 6 weeks before the event. The notice contained the aforementioned text required under Section 7(1)(b) of the Regulations. Furthermore, the preparation of this PAC Report in accordance with Section 8 of the Regulations ensures compliance within all consultation requirements associated with the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 and the Marine Works and Marine Licensing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020. Therefore, BEAR Scotland has met the statutory requirements and can proceed with their application for a Marine Licence from Marine Scotland.



8.0 Appendices

[Appendix A - Communication between BEAR Scotland and Marine Scotland confirming PAC requirements](#)

From: Fiona.Munro2@gov.scot <Fiona.Munro2@gov.scot>

Sent: 20 October 2020 07:26

To: Cameron Ewen <CEwen@bearsotland.co.uk>

Cc: Sarah Rauch-Lynch <SRauch-Lynch@bearsotland.co.uk>

Subject: RE: BEAR Scotland A82 Kiachnish bridge scour repairs

Hi Cameron,

Pre-application consultation requirements are the same with slight adjustments because of the covid-19 restrictions. If the activity is of a class or description prescribed in Regulation 4 of The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 ("the Regulations") it would require pre-application consultation.

Due to the COVID-19 pandemic and the current physical distancing guidance in place, the Regulations have been amended by [The Marine Works and Marine Licensing \(Miscellaneous Temporary Modifications\) \(Coronavirus\) \(Scotland\) Regulations 2020](#) ("the Amending Regulations"), which came into force on the 20 May 2020. Under the Amending Regulations, where a pre-application consultation event must be held, this is now to be held online, with the public notice reflecting this. These amendments are temporary in nature and end on the date when Part 1 of the Coronavirus (Scotland) Act 2020 expires in accordance with section 12 of that Act.

What this means to you

You are required to carry out pre-application consultation prior to making your application. In brief you will need to carry out the following steps:

- Notify MS-LOT, SNH, SEPA, MCA and NLB of your intention to apply for a marine licence at least 12 weeks prior to submission of an application. We also recommend that you notify any other relevant local stakeholders, such as fisheries groups and recreational users. The prescribed format for this notification is detailed in Section 23 of The Marine (Scotland) Act 2010 ("the Act");
- Publish in a local newspaper a notice detailing the licensable marine activity for which the licence is to be sought and the pre-application consultation event. The prescribed format for this advert is detailed in Regulation 7 of the Regulations. During the period when the Amending Regulations are in force a word or pdf copy of the public notice must be sent to MS-LOT, this will be placed on our website;
- Hold at least one pre-application consultation event to which the public and the bodies above are invited. Under the Amending Regulations, where a pre-application consultation event must be held, this is now to be held online, with the public notice reflecting this;
- The event must be held no earlier than six weeks of the later of the first two points above; and
- Produce a pre-application consultation report using the updated form detailed in the Amending Regulations.

Further information or guidance

The rules covering marine licensing can be found at Part 4 of the Marine (Scotland) Act 2010. A the Act 2010 can be obtained at:



<http://www.legislation.gov.uk/asp/2010/5/contents>

Guidance on The Marine Licensing (Pre-application Consultation) (Scotland) Regulations can be obtained at:

<http://www.scotland.gov.uk/Topics/marine/Licensing/marine/guidance/preappconsult>

Further information on marine licensing can be obtained from our website at:

<http://www.scotland.gov.uk/Topics/marine/Licensing/marine>

Kind regards,
Fiona

Dr Fiona Munro
Marine Licensing Casework Manager
Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

Email: MS.MarineLicensing@gov.scot

Website: <http://www.gov.scot/Topics/marine/Licensing/marine>

COVID-19: Marine Scotland - Licensing Operations Team (LOT) is working from home and unable to respond to phone enquiries. Please communicate with LOT via email. Email addresses are MS.MarineRenewables@gov.scot for marine renewables correspondence or MS.MarineLicensing@gov.scot for all licensing queries

From: Cameron Ewen <CEwen@bearsotland.co.uk>
Sent: 19 October 2020 16:12
To: Munro F (Fiona) (MARLAB) <Fiona.Munro2@gov.scot>
Cc: Sarah Rauch-Lynch <SRauch-Lynch@bearsotland.co.uk>
Subject: RE: BEAR Scotland A82 Kiachnish bridge scour repairs

Hi Fiona,

I am picking this up again after the COVID restrictions.
If a PAC is required, what does this involve and how long will it take?

Many Thanks
Kind Regards
Cameron

Cameron Ewen BSc PgDIP IENG MICE
Senior Bridge Engineer | BEAR Scotland | North West Unit
Direct Line: 03300 080528 | Ext: 2528 | Mobile: [Redacted]

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From: Fiona.Munro2@gov.scot <Fiona.Munro2@gov.scot>
Sent: 14 May 2020 09:18
To: Cameron Ewen <CEwen@bearsotland.co.uk>
Subject: RE: BEAR Scotland A82 Kiachnish bridge scour repairs

Hi Cameron,

Thank you for clarifying those areas.

One other question, I know you mentioned that the temporary works has not been finalised yet but could you confirm approximately which activities and works would take place in the area of temporary works?

Kind regards,
Fiona

Marine Licensing Casework Manager
Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB
Email: MS.MarineLicensing@gov.scot
Website: <http://www.gov.scot/Topics/marine/Licensing/marine>

COVID-19: Marine Scotland - Licensing Operations Team (LOT) is working from home and unable to respond to phone enquiries. Please communicate with LOT via email. Email addresses are MS.MarineRenewables@gov.scot for marine renewables correspondence or MS.MarineLicensing@gov.scot for all licensing queries

From: Cameron Ewen <CEwen@bearsotland.co.uk>
Sent: 13 May 2020 12:07
To: Munro F (Fiona) (MARLAB) <Fiona.Munro2@gov.scot>; Sarah Rauch-Lynch <SRauch-Lynch@bearsotland.co.uk>
Cc: Eddie Douglas <EDouglas@bearsotland.co.uk>
Subject: RE: BEAR Scotland A82 Kiachnish bridge scour repairs

Hi Fiona,

I have tried to answer your queries below;

Are the works considered alteration/improvement or new construction?

The works are to reinstate the riverbed using imported rip-rap rock armour. These could be considered an improvement as larger, heavier material is being imported to replace the existing bedding material

What is the total area of the works and what is the area of the works that is extended beyond the existing footprint?

The 2 sections of the works;



1. Permanent Works; these will extend approx. 11.3m either side of the existing. The total area of the works is approx. 1200m³. This could be thirded i.e. 400m³ extending u/s, extending d/s, and under the bridge
2. Temporary Works; potential these could extent approx. 30 -45m either u/s or d/s of the permanent works. The temporary works are still being finalised... The plan is to keep 2 arches open to flow.

Hope this answers your queries

Best Regards

Cameron

Cameron Ewen BSc PgDip IEng MICE

SENIOR BRIDGE ENGINEER

NW BRIDGES | BEAR SCOTLAND - PERTH

Direct Line: 03300 080 528 | Ext 2528

Mobile: [Redacted]



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From: Fiona.Munro2@gov.scot <Fiona.Munro2@gov.scot>

Sent: 13 May 2020 09:47

To: Sarah Rauch-Lynch <SRauch-Lynch@bearscotland.co.uk>

Cc: Cameron Ewen <CEwen@bearscotland.co.uk>; Eddie Douglas <EDouglas@bearscotland.co.uk>

Subject: RE: BEAR Scotland A82 Kiachnish bridge scour repairs

Dear Sarah,

Apologies for the delay in responding to your email.

Thank you for the information about the proposed works for the A82 Kiachnish bridge scour repairs.

In terms of Pre-application Consultation (PAC) requirements under The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, the works potentially require PAC however I would like to confirm some details first.

What is the total area of the works and what is the area of the works that is extended beyond the existing footprint? Looking at the drawings it was a bit tricky for me to determine these



areas. Also, could you also confirm whether the works would be considered alteration/improvement or new construction?

Kind regards,
Fiona Munro

Marine Licensing Casework Manager
Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB
Email: MS.MarineLicensing@gov.scot
Website: <http://www.gov.scot/Topics/marine/Licensing/marine>

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Good Afternoon

I have been advised by SEPA that they do not wish to make any comments on the proposed works as they are below MHWS. I believe you were copied in to the response from Jon Gibb. Could you please advise if you require pre-application consultation in relation to the proposed works?

If you have any comment they would be gratefully received to avoid design reviews further down the line.

Due to Covid-19 works are postponed however to allow for sufficient lead in time we are keen to progress with the Marine Licence Application.

Many thanks

Sarah

Sarah Rauch-Lynch BSc (Hons) MCIEEM
Senior Environmental Advisor
BEAR Scotland | North West Unit

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From: Sarah Rauch-Lynch

Sent: 05 February 2020 14:17

To: Jon Gibb <jongibb123@gmail.com>; 'MS.MarineLicensing@gov.scot' <MS.MarineLicensing@gov.scot>;



'AHS@sepa.org.uk' <AHS@sepa.org.uk>

Cc: Cameron Ewen <CEwen@bearsotland.co.uk>; Eddie Douglas <EDouglas@bearsotland.co.uk>

Subject: BEAR Scotland A82 Kiachnish bridge scour repairs

Good afternoon

BEAR Scotland on behalf of Transport Scotland have works proposed on the A82 Trunk Road at the bridge over the River Kiachnish, south of Fort William.

The trunk road bridge has been scoured around the piers and abutments due to the scour susceptibility of the river substrates. Since 2015, BEAR has investigated a number of solutions to resolve the scour. While we have been able to produce a permanent design and perform minor scour repairs to the North U/S bank, establishing the temporary works for the construction of the permanent works has been problematic, due to the temporary dry working areas having to withstand both tidal and freshwater flows.

BEAR have investigated traditional methods such as piling but due to geological restraints this approach is not feasible. Various other systems such as temporary flood barriers have been investigated, but could not be deployed successfully.

Therefore, it is proposed to carry out bed reinstatement across the whole width of the channel to remove scour susceptible material and replace this with material not susceptible to scour. I have provided more information below on both the temporary works and main works proposals. It is planned that the works would be carried out in 2021 and would take approximately 6 months to complete ie from April to September inclusive.

The Bridge over the River Kiachnish is below the MHWS level and BEAR Scotland will apply for a Marine Licence from Marine Scotland. The works will span the whole width of the mouth of the River Kiachnish and therefore SEPA are also being consulted on the proposed works. It is not expected that BEAR would require any formal authorisation from SEPA for the proposed works. The Lochaber District Salmon Fisheries Board are being asked for their comments due to the potential for impacts on migratory salmonids.

Link to open all scheme drawings on One Drive https://bearsotland-my.sharepoint.com/:f:/g/personal/srauch-lynn_bearsotland_co_uk/EsdBtScW9X9JrTKmGbnC00Bbx6732NOik1aD5gEkz9EGw You should all have access to this folder, if for any reason this is not permitted let me know.

Main works

See Drawings 15-NW-1201-084-100 through 104 and Kiachnish Phase 2 Bill of Quantities 05092018

The drawings show the final scour solution which will involve excavation of the scour susceptible bed material from the watercourse, installation of geotextile, installation of rock armour and reinstatement of the excavated bed material. This will take place directly under the bridge and extend to 11.7m upstream and downstream of the bridge.

Temporary works

See Drawings Phase 1, Phase 2 and Phase 3



The temporary works are essential to create a dry working area to allow the main works to be undertaken. BEAR Scotland have explored a number of different temporary works solution, we believe this iteration is the most likely to reduce impacts on fisheries during the construction period.

Works will be carried out in 3 Phases. Phase 1 will carry out works in Span 1, Phase 2 will carry out works in Span 3 and Phase 3 will carry out works in Span 2. The construction sequence proposed is Phase 1, Phase 2, Phase 3. Each Phase will take approximately 2 months which will include the erection and removal of the temporary works.

Phases 1 and 2 will utilise kyowa rockbags (<https://rockbags.co.uk/>) to create coffer dams around the bridge abutments. This will mean that a wetted channel is maintained during these phases, to allow for movement of fish species. Phase 3 will be carried out over the central span. A coffer dam will be installed, however the temporary works design also requires installation of two pipe culverts for the duration of Phase 3 works which is likely to prevent movement of salmonids upstream or downstream of the River Kiachnish during that period (approx. 2 months in August/September).

It is proposed to commence Phase 1 works in March/April 2020 as Span 1 is essentially a dry channel during low flows due to a build-up of river substrates. This would allow Phase 2 and 3 which are in the main river channel to be completed between June to September/October.

Could you please advise me of any comments or queries you have on the proposed works. This will allow us to resolve any issues prior to submission of a Marine Licence Application. It would be useful to get an idea at this stage of any additional licences or consents required.

We would very much welcome a meeting on site with any or all parties to discuss any of the information provided. If you would be interested in a site meeting please let me know and I will organise this at a time to suit everyone.

Many thanks

Sarah

Sarah Rauch-Lynch BSc (Hons) MCIEEM

Senior Environmental Advisor

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Appendix B - Correspondence sent to stakeholders as per Section 6 of the 2013 Regulations

From: NW Bridges Consultation <NWBridgesConsultation@bearsotland.co.uk>

Sent: 23 December 2020 11:09

Subject: BEAR Scotland A82 Kiachnish Bridge Scour Repairs Marine Licence Pre-Application Consultation

Good Morning

BEAR Scotland on behalf of Transport Scotland have scour repair works proposed on the A82 Kiachnish Bridge approximately 6.5km south of Fort William over the River Kiachnish. Kiachnish Bridge falls within the boundary of Loch Linnhe North and below Mean High Water Springs (MHWS). A Marine Licence will be required for the proposed works as set out in Part 4 of the Marine (Scotland) Act 2010. Marine Scotland have advised that as the proposed works exceed 1000 square meters in extent they fall within the prescribed class or description in Regulation 4 of The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013 and require pre-application consultation.

Location of the proposed works

Kiachnish Bridge lies approximately 6.5km south of Fort William and carries the A82 trunk road over the River Kiachnish. The River Kiachnish outfalls into Loch Linnhe and is below MHWS at the proposed works location.

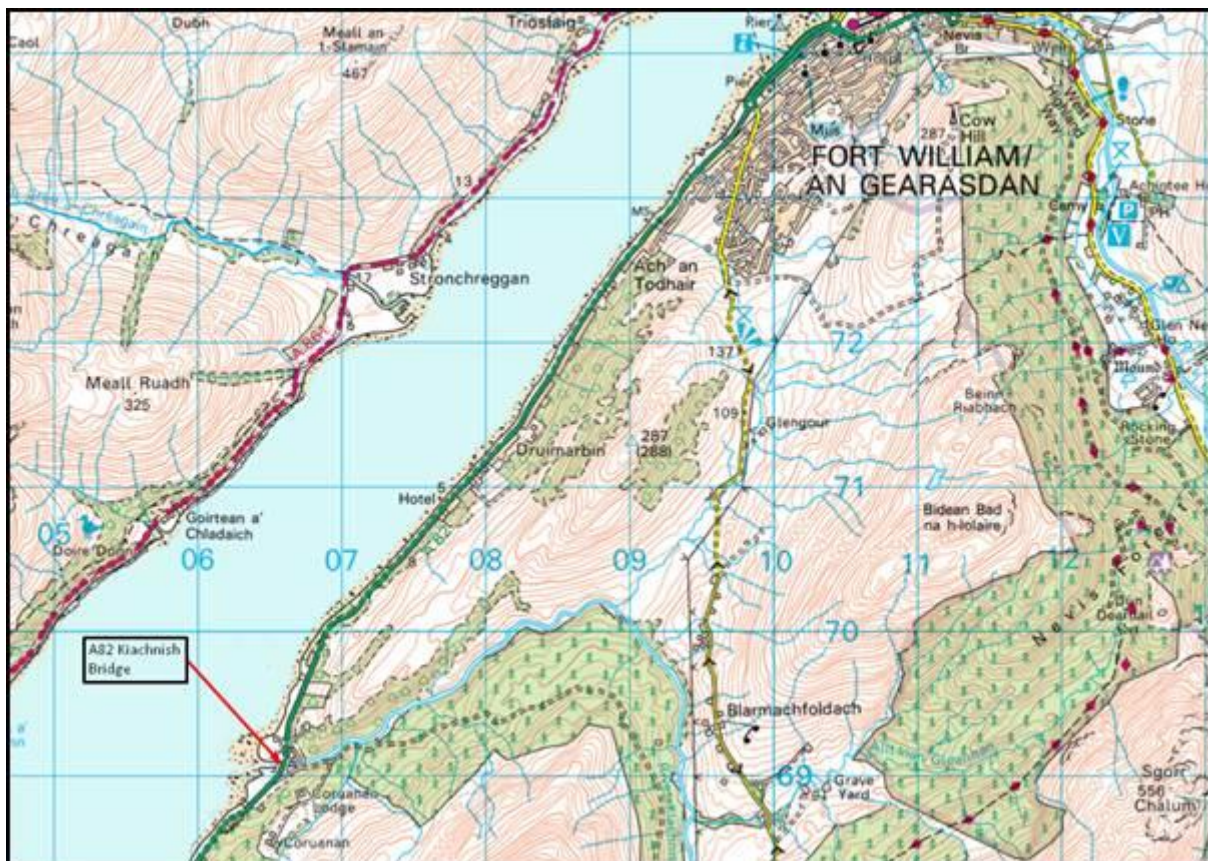


Figure 1: Location of A82 Kiachnish Bridge

It is expected that access will predominantly be taken from the southern bank both upstream and downstream of the bridge to carry out the proposed works. If required for specific activities, access may



occasionally be taken from the northern bank. A site compound will be located on the southern bank either upstream or downstream of the Kiachnish Bridge (to be agreed with landowner).

Description of the proposed works

The main works will comprise installation of rip-rap rock armour, across the full width of the channel bed to create an area of stone pitching. This is required to protect the bridge piers as they have been subjected to both fluvial and coastal scouring. This area of bed protection will extend approximately 12m upstream and downstream of the bridge. The existing channel will be excavated to a depth of 2m below the existing ground level and filled with large diameter rocks (rip-rap rock armour). This will subsequently be reinstated with reclaimed riverbed material. See attached Drawings 15-NW-1201-084-100 to 102.

The excavation and rip-rap rock armour installation will utilise a phased method with works being completed in one span before works start in the next span to ensure the stability of the bridge is maintained throughout the works.

The works will be carried out in a dry working area and therefore significant temporary works are required to temporarily divert the river flows and tides. The excavations will also require supports using either trench boxes or trench sheets. The water management method will utilise rock bags covered with a water barrier membrane. These will be repositioned between each phase of works by crane to create dry working areas see attached Drawing Combined TW phases rev 310120.

Sequence of Works

Set up site compound

Phase 1:

Establish dry working area around span 1 using rock bags (full flow of the River Kiachnish to be diverted through spans 2 and 3)

Excavate up to 2m below existing bed level

Install rip-rap rock armour

Reinstate using reclaimed riverbed material

Phase 2:

Move dry working area from span 1 to span 2 (River Kiachnish will be flumed through steel pipes running through spans 1 and 3)

Excavate up to 2m below existing bed level

Install rip-rap rock armour

Reinstate using reclaimed riverbed material

Phase 3:

Move dry working area from span 2 to span 3 (full flow of the River Kiachnish to be diverted through spans 1 and 2)

Excavate up to 2m below existing bed level

Install rip-rap rock armour

Reinstate using reclaimed riverbed material

Demobilise from site

Additional works to carry out a small number of concrete repairs will also be required throughout all phases of works.

Timing and duration of the proposed works



No road closures are required to facilitate the works. Traffic management over the bridge will be required, when setting up or removing the site compound, and moving plant or material between lifting locations. Working hours will generally be between 8am and 6pm.

Works are proposed to start in July/August 2021 although this will be dependent on receiving the appropriate consents in time. Works are expected to take between three and four months to complete, with each phase of works taking between four and six weeks to complete. Works are therefore expected to be completed by the end of November 2021. An outline programme is given below.

Site set-up: July 2021

Phase 1: August/September 2021

Phase 2: September/October 2021

Phase 3: October/November 2021

Demobilisation: December 2021

An online pre-application consultation event will be carried out as per The Marine Works and Marine Licensing (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020. BEAR Scotland are currently arranging this event and will be in touch to advise you of the particulars; including the date, time and joining instructions for how to access this should you wish to attend. It is expected that this will be held via an online video conference at the end of February or early March.

Please consider this e-mail as notice that an application for a Marine Licence will be submitted to Marine Scotland. Comments at this stage should be made to BEAR Scotland at NWBridgesConsultation@bearsotland.co.uk and not MS-LOT. There will be an opportunity for representations to be made to MS-LOT once the Marine Licence application has been submitted. Comments must be made by Friday 5th March 2020 at the e-mail address given above. Further information about the proposed works can be obtained by e-mailing BEAR Scotland at NWBridgesConsultation@bearsotland.co.uk before this date.

Kind Regards
Cameron

Cameron Ewen BSc PgDIP IENG MICE
Senior Bridge Engineer | Network Bridges (DCP) Team Leader
BEAR Scotland | North West Unit

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Table B1: Full list of stakeholders contacted as per Section 6 of the 2013 Regulations

Stakeholder	E-mail address
Marine Scotland	MS.MarineLicensing@gov.scot Fiona.Munro2@gov.scot
NatureScot	south_highland@nature.scot
National Lighthouse Board	enquiries@nlb.org.uk navigation@nlb.org.uk
Maritime Coastguard Agency	navigationsafety@mcga.gov.uk
SEPA	AHS@sepa.org.uk
Highland Council Planning	eplanning@highland.gov.uk
Lochaber Fisheries Board	jongibb123@gmail.com
Lochaber Fisheries trust	info@lochaberfish.org.uk
Estate manager	sandycoruanan@gmail.com
Land owner	germanribon@googlemail.com
Ian Blackford MP	ian.blackford.mp@parliament.uk
Kate Forbes MSP	Kate.Forbes.msp@parliament.scot
Heron Bay Holidays	stay@fortwilliamholidaylodges.co.uk
Fort William, Inverlochy & Torlundy Community Council Chair Mark Linfield	chair@fitcc.org
Scottish Canoe Association	hello@canoescotland.org



Appendix C – Notices published in The Edinburgh Gazette and the Lochaber Times

The screenshot shows the website of The Edinburgh Gazette, which is the official public record. The page displays a notice titled "Environmental Protection" under the heading "TRANSPORT SCOTLAND". The notice is for a "PUBLIC MEETING FOR BRIDGE SCOUR REPAIRS AT A82 KILCHNISH, NR FORT WILLIAM" scheduled for Tuesday 3rd March 2021 at 2pm. The notice details the project to repair the A82 road over the River Kilchnish, including the installation of rip rap rock armour and the creation of an area of stone pitching. It also mentions that the project will be dependent on receiving the appropriate consent in time and that the meeting will be held over an online portal. The notice is published in The Edinburgh Gazette, Edition 3719171, with a notice code of 1883. The page also includes a sidebar with "Notice details" and a "Digital Signature" section.

Figure C1: Screenshot taken from The Edinburgh Gazette website showing the notice details

LOCHABER TIMES & OBAN TIMES

No 8547

Thursday 21 January, 2021

www.lochabertimes.co.uk

95p

**OPEN FOR
BUSINESS**

**A list of local
businesses
open during
lockdown**



**New Fort
marina takes
delivery of
breakwaters**



Christian author and
artist looking for
permanent
accommodation in a
remote community.
please contact
07487 172047 with any
information or advice.
Thank you in advance.

Raiders hit Wolftrax stealing bikes and kit

by Mark Entwistle

Police are hunting thieves who raided Laggan Wolftrax Centre at the weekend, causing extensive damage and stealing mountain bikes and clothing valued at more than £30,000.

Police are appealing for information in connection with the theft, which saw eight Polygon Strike 75 mountain bikes, estimated to be worth around £12,000, stolen from the visitor centre, along with 12 mountain bikes of various makes and models, and estimated to be worth around £9,500, which were taken from the Wolf Bike Hub along with £1,100 of clothing.

The robbers struck some time between 10pm on Friday and 3am on Saturday, cutting the power supply to the centre located in the Strathmarish forest and ripping emergency lighting from the walls, damaging timberwork on the building.

Enquiries into the incident

Thieves cut power to the building, smashed two state-of-the-art doors and ripped off all the security lighting...

are ongoing and police officers are appealing for anyone with information to get in touch. Detective Sergeant Andy Hilton said: "In order to steal 20 mountain bikes, someone would need to have access to a large vehicle. We are appealing for anyone who may have seen or heard anything in and around these premises and who may be able to assist with our enquiries to get in touch."

The centre and its cafe are run by the community-led development, Laggan Forest Trust, which leases premises to the Wolf Bike Hub, with the latter operated by Duncan Bailey, who was said to have

Continued on page three.

Nevis Radio struggling from Covid cash blow



Nevis Radio's economic fortunes have been hammered by the Covid-19 pandemic, which has seen advertising revenues plummet, as well as the cancellation of vital fundraising events due to lockdown restrictions. This week the station's sustainability and business development manager Simon Abbarley told the Lochaber Times of the need for independent stations such as Nevis Radio to get more financial support from the Scottish Government. For the full story, turn to page 16.

Barra and Vatersay in lockdown after Covid surge

Another positive case confirmed on Barra on Monday brought the total number of islanders infected with Covid to 40 as of Tuesday afternoon, with around 145 close contacts now reported to be in isolation, writes Mark Entwistle.

This already represents a significant proportion of the Barra population and outlines the importance of compliance with restrictions and safety measures to ensure the virus does not spread further throughout the community, said an NHS Western Isles spokesman at the weekend.

The figures mean about a tenth of the population of the two islands are now self-isolating, with 759 people in the Western Isles as a whole having now tested positive for the virus, which also includes one new case on Benbecula and another in the Stormorway area, both confirmed on Monday.

First Minister Nicola Sturgeon announced on Tuesday that Barra and Vatersay were being moved into level 4 lockdown following the sharp increase in infection rates. The rest of Comhairle nan Eilean Siar will remain in level 3.




MANSON & MACBEATH
FUNERAL DIRECTORS

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Inverlochy, Fort William, PH33 6NB ~ Tel (24 hour) 01397 701110

Figure C2: Photocopy of the front page of the Lochaber Times where the public notice was published



Scottish Government
Riaghaltas na h-Alba
gov.scot


TRANSPORT SCOTLAND

**Public Meeting for Bridge Scour Repairs at
A82 Kiachnish, nr Fort William**
Tuesday 2nd March 2021 - 2pm

In accordance with Marine Scotland's licensing procedure, as set out in Part 4 of the Marine (Scotland) Act 2010, a pre-consultation meeting is required for the above project. Local residents, business owners and other stakeholders are invited to attend.

The Kiachnish Bridge lies approximately 6.5km south of Fort William and carries the A82 trunk road over the River Kiachnish. The project will comprise of the installation of rip-rap rock armour, across the full width of the channel bed to create an area of stone pitching. This is required to protect the bridge piers from further scouring. Works are proposed to start in July/August 2021, (this will be dependent on receiving the appropriate consents in time). Works are expected to take between 3 to 4 months. No road closures are required to facilitate the works, although traffic management over the bridge may be required, when setting up or removing the site compound, and moving plant or material between lifting locations. Working hours will generally be between 8am and 6pm.

The meeting will be held over an online portal, please contact NWBridgesConsultation@bearsotland.co.uk, to confirm attendance and for joining instructions.



TRANSPORT
SCOTLAND
COMHAIL ALBA

Figure C4: Photocopy close up of the public notice published in the Lochaber Times



Appendix D – Notice information provided to Marine Scotland

From: Sarah Rauch-Lynch

Sent: 26 January 2021 10:44

To: 'MS.MarineLicensing@gov.scot' <MS.MarineLicensing@gov.scot>

Cc: Cameron Ewen <CEwen@bearsotland.co.uk>

Subject: BEAR Scotland A82 Kiachnish Bridge Scour Repairs Marine Licence Pre-Application Consultation

Good morning

I sent the below e-mail to Fiona but got an out of office response. If required could you please publish a notice on your website.

Many thanks

Sarah

Hi Fiona

We have started the PAC process. Please find attached copies of publication notice in local paper. E-mails have also been sent to MS-LOT, SNH, SEPA, MCA and NLB to advise them of our intention to submit a Marine Licence.

Public Meeting for Bridge Scour Repairs at A82 Kiachnish, nr Fort William.

Tuesday 2nd March 2pm

In accordance with Marine Scotland's licensing procedure, as set out in Part 4 of the Marine (Scotland) Act 2010, a pre-consultation meeting is required for the above project. Local residents, business owners and other stakeholders are invited to attend.

The Kiachnish Bridge lies approximately 6.5km south of Fort William and carries the A82 trunk road over the River Kiachnish. The project will comprise of the installation of rip-rap rock armour, across the full width of the channel bed to create an area of stone pitching. This is required to protect the bridge piers from further scouring. Works are proposed to start in July/August 2021, (this will be dependent on receiving the appropriate consents in time). Works are expected to take between 3 to 4 months. No road closures are required to facilitate the works, although traffic management over the bridge may be required, when setting up or removing the site compound, and moving plant or material between lifting locations. Working hours will generally be between 8am and 6pm.

The meeting will be held over an online portal, please contact NWBridgesConsultation@bearsotland.co.uk , to confirm attendance and for joining instructions.

Is this all you need to publish details on your website? If you need anything further at this stage do let Cameron and I know.

<https://www.thegazette.co.uk/notice/3719171>



Many thanks

Sarah

Sarah Rauch-Lynch BSc (Hons) MCIEEM

Senior Environmental Advisor

BEAR Scotland | North West Unit

Direct dial: **0330 008 0558** | Ext: **2558** | Mobile: 07467 953 789 | E-mail: srauch-lynch@bearsotland.co.uk

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Appendix E – Respondents to stakeholder consultation

NatureScot

From: NORTH_AREAS_CASEWORK <NORTH_AREAS_CASEWORK@nature.scot>

Sent: 05 January 2021 11:17

To: NW Bridges Consultation <NWBridgesConsultation@bearsotland.co.uk>

Subject: RE: BEAR Scotland A82 Kiachnish Bridge Scour Repairs Marine Licence Pre-Application Consultation

Good morning,

Thank you for consulting on this pre-application proposal for works to the A82 Kiachnish Bridge.

I can confirm that we have no comments to make on the proposal. The works lie outwith, and are unlikely to affect, any designated sites for nature conservation.

Kind regards,
Kirsty

Kirsty North | Area Officer, South Highland

NatureScot | Achantoul | Aviemore | PH22 1QD | 07717 714294

[nature.scot](https://www.nature.scot) | [@nature_scot](https://twitter.com/nature_scot) | *Scotland's Nature Agency* | *Buidheann Nàdair na h-Alba*



Maritime and Coastguard Agency

From: Thomas Bulpit <Thomas.Bulpit@mcga.gov.uk>

Sent: 31 December 2020 14:13

To: NW Bridges Consultation <NWBridgesConsultation@bearsotland.co.uk>

Subject: RE: BEAR Scotland A82 Kiachnish Bridge Scour Repairs Marine Licence Pre-Application Consultation

Good Afternoon Cameron,

Thank you for your email inviting comments on this Pre-Application Consultation to undertake repair works to the A82 Kiachnish Bridge. The Maritime & Coastguard Agency is a primary consultee to Marine Scotland and would expect to be consulted directly once a formal marine licence application is made, so we will reserve substantive comments for that point. Having reviewed the information submitted we have no objections in principle. We would request to see the conclusion of pre-application stakeholder engagement with other marine users, including Statutory Harbour Authorities, if applicable, within the formal marine licence application.

Should you have any questions please feel free to contact us.

Best Regards,

Tom

Thomas Bulpit +44 (0) 2038 172418

Marine Licensing Lead +44 (0) 7825 792138

Marine Licensing and Consenting

UK Technical Services Navigation Thomas.Bulpit@mcga.gov.uk



Maritime & Coastguard Agency

Bay 2/24, Spring Place

105 Commercial Road,

Southampton SO15 1EG



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www.gov.uk/mca



Northern Lighthouse Board

From: Gillian Burns <Gillian.Burns@nlb.org.uk>

Sent: 23 December 2020 15:52

To: NW Bridges Consultation <NWBridgesConsultation@bearsotland.co.uk>

Subject: RE: BEAR Scotland A82 Kiachnish Bridge Scour Repairs Marine Licence Pre-Application Consultation

Dear Cameron,

Please see the attached response from the Northern Lighthouse Board Ref : A82 Kiachnish Bridge Scour Repairs Marine Licence Pre-Application Consultation.

If any further information is required please get in touch.

Best wishes,

Gillian

Official - Northern Lighthouse Board Email

Gillian Burns

Navigation Officer

NLB Navigation, 84 George Street, Edinburgh, EH2 3DA

0131 473 2431, 07836 702141, Gillian.Burns@nlb.org.uk

www.nlb.org.uk

Follow NLB on:





Northern
Lighthouse
Board

Your Ref: email dated 23/12/20	84 George Street
Our Ref: GB/ML/S27_01_152	Edinburgh EH2 3DA
	Tel: 0131 473 3100
	Fax: 0131 220 2093
Mr Cameron Ewen	
Senior Bridge Engineer	Website: www.nlb.org.uk
Network Bridges (DCP) Team Leader	Email: enquiries@nlb.org.uk
BEAR Scotland	
North West Unit	23 December 2020

Dear Cameron

**MARINE LICENSING (PRE-APPLICATION CONSULTATION) (SCOTLAND) REGULATIONS 2013 –
REGULATION 4 – BEAR SCOTLAND – BRIDGE SCOUR REPAIR WORKS – A82 KIACHNISH BRIDGE NEAR
FORT WILLIAM**

Thank you for your e-mail correspondence dated 23 December 2020 regarding the consultation submitted by BEAR Scotland for bridge scour works at Kiachnish Bridge near Fort William.

Northern Lighthouse Board has no objections to these works, and recommends the following:

- No navigation marking is required.

Yours sincerely

Peter Douglas
Navigation Manager

NLB respects your privacy and is committed to protecting your personal data.
To find out more, please see our Privacy Notice at www.nlb.org.uk/legal-notice/

In Salutem Omnium
For the Safety of All



Lochaber District Salmon Fisheries Board

From: Jon Gibb <jongibb123@gmail.com>

Sent: 12 March 2021 15:16

To: Sarah Rauch-Lynch <SRauch-Lynch@bearsotland.co.uk>

Cc: Eddie Douglas <EDouglas@bearsotland.co.uk>; Cameron Ewen <CEwen@bearsotland.co.uk>

Subject: Re: BEAR Scotland A82 Kiachnish Bridge scour repairs consultation

Hi Sarah

Many thanks for this.

I can confirm that on behalf of the DSFB I would support your proposal and timeline as listed in your email. It seems a sensible balance between construction requirements and ecological constraints. Thank you for the speed with which you have considered everything and come up with this sensible solution.

best wishes

Jon

On Fri, Mar 12, 2021 at 9:10 AM Sarah Rauch-Lynch <SRauch-Lynch@bearsotland.co.uk> wrote:

Good afternoon Jon

Thank you for your call yesterday, I really appreciate you taking the time to talk through your comments with me. I just want to briefly summarise what we discussed before going on to provide an alternative programme of works for your approval.

- You were not aware that there would be a period of 4-6 weeks in the summer months when the temporary in-stream works would prevent the movement of migratory fish species.
- This is problematic as the sea trout and salmon run from June to October and this would prevent them moving upstream.
- You highlighted that the preferred period at this location for these works would be between mid-November to mid-March which would avoid the adult fish run from June to October and the smolt run in April/May.
- You highlighted that lighting and noise which can disturb fish is primarily a problem when they are running and therefore less of an issue between mid-November to mid-March.
- You highlighted that while measures should always be in place to prevent pollution and transport of sediments downstream this is less of an issue at this location as the works are in transitional waters so there is no spawning/eggs or juvenile fish which are highly sensitive to being smothered.

Having spoken to the engineer we have revised the programme of works based on your comments and hope this will address your comments above.

- August 2021 - Set up site compound. **No in-stream working.**
- Sept/October – Span 1 works, in-stream works in a dry working area. **Passage for fish will be maintained.** Some lighting of the watercourse may be required for a few hours in the morning and late



afternoon/early evening to extend the working day due to shorter daylight hours. A period of darkness overnight will be maintained.

- October/November - Span 3 works, in-stream works in a dry working area. **Passage for fish will be maintained.** Some lighting of the watercourse may be required for a few hours in the morning and late afternoon/early evening to extend the working day due to shorter daylight hours. A period of darkness overnight will be maintained.
- Mid-November/December – Span 2 works, in-stream works in a dry working area. Works in the central span of Kiachnish Bridge, the River Kiachnish will need to be flumed through large pipes for a period of 4-6 weeks. **During this time, it will not be possible for movement of fish through the working area.** Some lighting of the watercourse may be required for a few hours in the morning and late afternoon/early evening to extend the working day due to shorter daylight hours. A period of darkness overnight will be maintained (although we understand this is not as critical during this period as fish will not be running).
- January - De-mobilisation from site, some landscaping working may not be able to be carried out until March.

It is our preference to start working in August as this will avoid in-stream working during the main winter period where we are likely to encounter high water flows and bad weather, which could impact the safety of site staff and cause delays to the programme. Our proposed programme would allow BEAR Scotland a bit of flexibility if we encounter issues as described above. If works were delayed due to shorter working days or bad weather Span 2 works, where passage for fish will be restricted, would still be within the window of mid-November to mid-March. We have tried to balance ecological constraints in relation to fisheries with the other factors associated with working during the winter.

We would very much appreciate your comments at your earliest convenience so that we continue with finalising environmental reports and licence applications. As I mentioned we are in on-going discussion with Kate Tuer of Scottish Woodlands who is representing the local landowner. I advised Kate earlier this week that I would contact you and feed-back any comments to keep them fully advised of our discussions and your recommendations.

If you would like to discuss any of the information above please do not hesitate to give me a call on the mobile number below.

Many thanks

Sarah

Sarah Rauch-Lynch BSc (Hons) MCIEEM

Senior Environmental Advisor

BEAR Scotland | North West Unit

Direct dial: ~~0330 008 0558~~ | Ext: ~~2558~~ | Mobile: 07467 953 789 | E-mail: srauch-lynch@bearsotland.co.uk

From: Sarah Rauch-Lynch

Sent: 10 March 2021 13:16

To: Jon Gibb <jongibb123@gmail.com>



Cc: Eddie Douglas <EDouglas@bearsotland.co.uk>; Cameron Ewen <CEwen@bearsotland.co.uk>

Subject: BEAR Scotland A82 Kiachnish Bridge scour repairs consultation

Importance: High

Good afternoon Jon

BEAR Scotland are now in a position to submit our Marine Licence Application to Marine Scotland and I am looking to finalise environmental reports. Thank you very much for your consultation responses to date. I have attached a copy of our most recent correspondence in February of last year and a copy of the pre-application consultation for the Marine Licence Application which should have been circulated to you.

I just wanted to highlight one specific point for your attention. During Phase 2 of the proposed works, when we will be working in the central span of Kiachnish Bridge, the River Kiachnish will need to be flumed through large pipes for a period of 4-6 weeks in July/August. During this time, it will not be possible for movement of fish through the working area. We have made all possible effort to ensure free and easy access for migratory fish species throughout the works; however, due to the scale of the temporary works required to ensure a safe working area for site staff (protected from both tidal and riverine flows), maintaining passage for fish will not be possible during this single phase of works. At all other times during in-stream working we will be able to maintain the flows within the remaining two spans of the bridge to allow movement for migratory fish species. The works have been programmed to ensure that all in-stream works will be carried out between June and September (inclusive) to avoid the most sensitive period for migratory fish.

In light of the above, could you advise on any specific mitigation measures (eg. stop nets or electrofishing) which we could put in place to further reduce impacts during that 4-6 week period during Phase 2 works when the river will need to be flumed and fish passage will not be possible? This will help finalise our reports and inform our Site Environmental Management Plan (SEMP).

I have summarised below the mitigation that will be in place throughout the works to avoid impacts on fisheries:

- Mitigation measures described in the Water Section (*I have included that mitigation below*) will be followed to minimise potential impacts on the water environment.
- Pollution prevention and sediment containment measures will be in place for the duration of construction.
- Works will be carried out during June to September (inclusive), which is outwith the sensitive period for salmonids.
- The works will be carried out in a dry working area.
- Lighting at night on site should also be kept to a minimum as this can deter migratory fish from travelling upstream during the short summer nights.
- Tracking of machinery through the watercourses will not be permitted, except where it is essential to install temporary works to achieve dry working areas.
- No discharges into any watercourses or drainage systems are permitted.
- An Environmental Clerk of Works (ECoW), will attend site during set up of the site compounds and will attend site fortnightly during construction, as a minimum. More frequent visits may be required during sensitive site activities (e.g. dry working area installation, reinstatement of riverbed, landscaping activities). The ECoW will advise on the suitability and effectiveness of pollution prevention measures. If required, the ECoW will have the power to conduct audits of the site at any time and stop works should any breach of the Site Environmental Management Plan (SEMP) or Marine Licence conditions be identified. The ECoW will provide advice and recommendations to the contractor and will produce an ECoW report for submission to BEAR Scotland on a monthly basis.



Mitigation measures to protect the water environment throughout the works:

- All conditions of the Marine Licence are to be complied with, a copy of which will be supplied to the successful contractor.
- A copy of the Marine Licence must also be kept on-site at all times.
- No discharges into any watercourses or drainage systems are permitted.
- All plant and equipment must be regularly inspected for any signs of damage and leaks. A checklist will be present to make sure that the checks have been carried out.
- All on-site activities should operate in accordance with relevant SEPA Pollution Prevention Guidelines (PPGs) and Guidance for Pollution Prevention (GPPs).
- All hazardous material will be stored in accordance with Control of Substance Hazardous to Health (COSHH) data in a designated storage area at least 10m away from any watercourses, drains and / or waterbodies.
- The designated storage area must be on impermeable ground and fully bunded.
- All hazardous material utilised on site is required to undergo assessment under the COSHH Regulations 2002. These assessment(s) will contain a section on environment which highlights any precautions and mitigation requirements.
- All hazardous material will be stored in line with COSHH data within a designated COSHH storage area. Oils and chemicals will be stored in appropriately bunded storage cabinets. The COSHH store will be locked with only appropriate personal having access and an inventory register being maintained.
- Where applicable and practicable, bio-degradable hydraulic fluids and oils should be utilised in machinery.
- Where fuel is stored on site and refuelling activities are undertaken, the following will apply:
 - Only suitably double-skinned fuel bowser(s) or tank(s) in line with General Binding Rules the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) will be utilised on site.
 - The fuel bowser(s) and/or tank(s) must be stored at least 10m away from any watercourses, waterbodies or drains and away from being struck by plant and machinery.
 - All distribution and fuelling nozzles will be fitted with a shut-off valve.
 - All refuelling activities are to be undertaken in a designated site with a drip tray positioned underneath the nozzles when not in use.
 - All fuel containers and nozzles are to be secured, for example with a lock when not in use.
 - All staff undertaking refuelling activities are to be appropriately trained and undertake these activities in line with site refuelling procedures.
- During refuelling of smaller mobile plant, a funnel and drip trays must be used.
- Spill kits must be quickly accessible to capture any spills should they occur.
- The ground / stone around the site of a spill must 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 must have bunding with a capacity of 110%. If these are not available, then drip trays with a capacity of 110% should be placed beneath the equipment.
- A spillage control procedure will be in place in which all staff are to be trained.
- Suitable spill kits are to be available on site with all staff to be trained in their use.
- All spills must be logged and reported. In the event of any spills into the water environment, all works must stop, and the incident reported to the project manager and the BEAR Scotland Environment Team. SEPA must be informed of any such incident as soon as possible using the SEPA Pollution Hotline.



- Mitigation detailed in Biodiversity Section will be strictly adhered to.
- The Water Pollution – Silt toolbox talk will be delivered to all site personal as part of the site induction prior to works commencing.
- Pollution prevention measures will be installed as required to prevent loss of sediments from the working area into the River Kiachnish and Loch Linnhe.
- Pollution prevention measures will be checked daily and more regularly during period of heavy rainfall.

I would appreciate any comments or additional mitigation measures which you would like to see in place at your earliest convenience so that we may progress with the Marine Licence Application. If you would like to discuss any of the information above please do not hesitate to give me a call on the mobile number below.

Many thanks

Sarah

Sarah Rauch-Lynch BSc (Hons) MCIEEM

Senior Environmental Advisor

BEAR Scotland | North West Unit

Direct dial: ~~0330 008 0558~~ | Ext: ~~2558~~ | Mobile: 07467 953 789 | E-mail: srauch-lynch@bearsotland.co.uk

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Scottish Environment Protection Agency

From: CB Permitting Water <waterpermitting@sepa.org.uk>
Sent: 12 February 2020 09:35
To: Sarah Rauch-Lynch <SRauch-Lynch@bearsotland.co.uk>
Subject: FW: BEAR Scotland A82 Kiachnish bridge scour repairs

Good morning Sarah,

I understand all works are below MHWS and that you have approached Marine Scotland for a Marine Licence. You have rightly pointed out that as these works are taking place in transitional waters there is no formal authorisation required from SEPA.

Regards,

Al Galloway
Water Permitting Manager
Scottish Environment Protection Agency
Graesser House, Dingwall, IV15 9XB

T: 01349 862021

Working days: Tue, Wed, Thu & Fri

From: Sarah Rauch-Lynch <SRauch-Lynch@bearsotland.co.uk>
Sent: 05 February 2020 14:17
To: Jon Gibb <jongibb123@gmail.com>; 'MS.MarineLicensing@gov.scot' <MS.MarineLicensing@gov.scot>; CB Argyll Hebrides & South Highland <AHSH@sepa.org.uk>
Cc: Cameron Ewen <CEwen@bearsotland.co.uk>; Eddie Douglas <EDouglas@bearsotland.co.uk>
Subject: BEAR Scotland A82 Kiachnish bridge scour repairs

Good afternoon

BEAR Scotland on behalf of Transport Scotland have works proposed on the A82 Trunk Road at the bridge over the River Kiachnish, south of Fort William.

The trunk road bridge has been scoured around the piers and abutments due to the scour susceptibility of the river substrates. Since 2015, BEAR has investigated a number of solutions to resolve the scour. While we have been able to produce a permanent design and perform minor scour repairs to the North U/S bank, establishing the temporary works for the construction of the permanent works has been problematic, due to the temporary dry working areas having to withstand both tidal and freshwater flows.

BEAR have investigated traditional methods such as piling but due to geological restraints this approach is not feasible. Various other systems such as temporary flood barriers have been investigated, but could not be deployed successfully.



Therefore, it is proposed to carry out bed reinstatement across the whole width of the channel to remove scour susceptible material and replace this with material not susceptible to scour. I have provided more information below on both the temporary works and main works proposals. It is planned that the works would be carried out in 2021 and would take approximately 6 months to complete ie from April to September inclusive.

The Bridge over the River Kiachnish is below the MHWS level and BEAR Scotland will apply for a Marine Licence from Marine Scotland. The works will span the whole width of the mouth of the River Kiachnish and therefore SEPA are also being consulted on the proposed works. It is not expected that BEAR would require any formal authorisation from SEPA for the proposed works. The Lochaber District Salmon Fisheries Board are being asked for their comments due to the potential for impacts on migratory salmonids.

Link to open all scheme drawings on One Drive https://bearsotland-my.sharepoint.com/:f:/g/personal/srauch-lynch_bearsotland_co_uk/EsdBtScW9X9JrTKmGnbnC00Bbx6732NOik1aD5gEkz9EGw You should all have access to this folder, if for any reason this is not permitted let me know.

Main works

See Drawings 15-NW-1201-084-100 through 104 and Kiachnish Phase 2 Bill of Quantities 05092018

The drawings show the final scour solution which will involve excavation of the scour susceptible bed material from the watercourse, installation of geotextile, installation of rock armour and reinstatement of the excavated bed material. This will take place directly under the bridge and extend to 11.7m upstream and downstream of the bridge.

Temporary works

See Drawings Phase 1, Phase 2 and Phase 3

The temporary works are essential to create a dry working area to allow the main works to be undertaken. BEAR Scotland have explored a number of different temporary works solution, we believe this iteration is the most likely to reduce impacts on fisheries during the construction period.

Works will be carried out in 3 Phases. Phase 1 will carry out works in Span 1, Phase 2 will carry out works in Span 3 and Phase 3 will carry out works in Span 2. The construction sequence proposed is Phase 1, Phase 2, Phase 3. Each Phase will take approximately 2 months which will include the erection and removal of the temporary works.

Phases 1 and 2 will utilise kyowa rockbags (<https://rockbags.co.uk/>) to create coffer dams around the bridge abutments. This will mean that a wetted channel is maintained during these phases, to allow for movement of fish species. Phase 3 will be carried out over the central span. A coffer dam will be installed, however the temporary works design also requires installation of two pipe culverts for the duration of Phase 3 works which is likely to prevent movement of salmonids upstream or downstream of the River Kiachnish during that period (approx. 2 months in August/September).

It is proposed to commence Phase 1 works in March/April 2020 as Span 1 is essentially a dry channel during low flows due to a build-up of river substrates. This would allow Phase 2 and 3 which are in the main river channel to be completed between June to September/October.



Could you please advise me of any comments or queries you have on the proposed works. This will allow us to resolve any issues prior to submission of a Marine Licence Application. It would be useful to get an idea at this stage of any additional licences or consents required.

We would very much welcome a meeting on site with any or all parties to discuss any of the information provided. If you would be interested in a site meeting please let me know and I will organise this at a time to suit everyone.

Many thanks

Sarah

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