

Marine Licence Application

A87 Clachan Duich

Section 7(i)

The works programme involves the inspection and investigation of the sheet piles that surround the abutments and piers of the A87 Clachan Duich Bridge to determine the integrity, thickness and depth, as part of ongoing monitoring of corrosion around the pier footings. Much of the proposed work will be restricted to the A87 carriageway and will be carried out from the bridge deck with standard containment measures in place. To prevent materials entering the marine environment from any of the activities on or under the bridge, good practice measures will include implementation of debris netting, protective sheeting containment, sumps and blocking of gully drains.

Some in-water working is required, particularly for borehole drilling into the riverbed and the use of boats to undertake surveys; however appropriate containment measures will be in place on any equipment/plant used to prevent pollution or debris from entering the marine environment.

The A87 Clachan Duich Bridge spans Loch Duich, which shares connectivity with the Lochs Duich, Long, and Alsh Reefs Special Area of Conservation (SAC), Lochs Duich, Long, and Alsh Marine Protected Area for Nature Conservation (MPA NC) and Inner Hebrides and the Minches SAC. The Lochs Duich, Long, and Alsh Reefs SAC is located approximately 800m southwest from the bridge and designated for Priority Marine Features reefs, and the MPA NC is located approximately 50m west from the bridge and designated for Priority Marine Features burrowed mud and flame shell beds. These qualifying features are sensitive to physical disturbance, siltation and smothering, and increased sedimentation can also negatively affect reefs, burrowed mud and flame shell beds. The Inner Hebrides and the Minches SAC is located approximately 12km northwest from the bridge and is designated for harbour porpoise (*Phocoena phocoena*) which are sensitive to underwater noise, pollution and death/injury by collision.

A Habitats Regulations Appraisal (HRA) Proforma was completed to assess potential impacts of the proposed works on the qualifying features of nearby designated sites (refer to the supporting document 'F565 HRA Proforma – A87 Clachan Duich'). Likely significant effects (LSE) could not be ruled out for the following qualifying features of Lochs Duich, Long and Alsh Reefs Special Area of Conservation (SAC), and Lochs Duich, Long and Alsh MPA NC: reefs, flame shell beds, burrowed mud, nor for the qualifying feature of Inner Hebrides and the Minches SAC: harbour porpoise. However, due to the highly localised nature of proposed works in addition to robust containment measures and specific mitigation to limit direct and indirect effects, it has been concluded that the proposed activities are not likely to result in Adverse Effects on Site Activity (AESI) for any of the above features. Additionally, the scheme has received an environmental assessment

prior to commencement and a site visit was carried out in November 2025 to support any assessment of impacts on protected species. A Site Environmental Management Plan (SEMP) will be produced for the works which will detail good practice and mitigation measures to be implemented during the works.

The proposed works do not meet the thresholds to be considered Schedule 1 or Schedule 2 projects under the Marine Works (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017. This legislation transposes the European Union's Environmental Impact Assessment (EIA) Directive 2011/92/EU (as amended by 2014/52/EU) into Scottish law for projects within the Scottish Marine Area and includes the thresholds for Annex I and Annex II projects from the EIA Directive (as determined by the criteria within Annex III of the EIA Directive) within Schedules 1 and 2.

Proposed works have been assessed under The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017, which transposes the EIA Directive into Scottish law for projects related to trunk roads. Under this legislation, the proposed works do not meet the threshold to be considered an Annex II project and therefore does not require screening to determine whether a full EIA is required.