

**Section 10**

**General Policy 6** – A87 Skye Bridge is a feature on the Historic Environment Record, but it is not a Listed Building and does not have a protected status. The maintenance programme is designed to ensure that the cultural integrity of the bridge will be maintained. Works are unlikely to expose buried/undiscovered features due most works being restricted to the elevated bridge structure and/or areas of previously engineered ground. The activities that require in-water works or access will not involve dredging or underwater excavation; therefore, the risk to any submerged features of cultural heritage interest is low. Eilean Ban, Kyleakin Lighthouse is located approximately 27m west of the northern end of the bridge on an outcropping of rock below the bridge. The lighthouse is a Listed Building (LB6994); however, no works or access will be required on the lighthouse. The nearest bridge pier is located approximately 45m from the lighthouse.

**General Policy 7** – There is potential for visual impacts on the marine landscape/seascape during works. However, the bridge is not located within a National Scenic Area, National Park, or World Heritage Site. Any impacts will be minor and highly temporary as all works are restricted to the maintenance of an existing structure. Following maintenance activities, visual effects are anticipated to be positive as a result of activities which are intended to improve the condition and structural integrity of the bridge. Visual effects for other sensitive receptors in proximity, such as residential properties, will remain unchanged. Works may require the use of temporary site compounds and parking areas. These, where required, will be on land where possible and will be appropriately managed to limit potential visual changes on or from the seascape. Activities requiring works from barges will be temporary and of short duration, which will limit visual effects on the seascape near the bridge.

**General Policy 9** – The A87 Skye bridge shares connectivity with several designated European Sites/Marine Protected Areas for Nature Conservation (MPA NC), some of which are spanned by the structure. These sites are designated for a variety of features, including the Priority Marine Features (PMFs) reefs, flame shell beds and maerl beds. As such, these habitat types may be present in the local and wider waters of the A87 Skye bridge. A Habitats Regulations Appraisal (HRA) was completed to assess potential impacts of the proposed works on the qualifying features of nearby European Sites and MPA NCs (refer to the supporting document ‘F565 HRA Proforma – A87 Skye Bridge 10YR ML’). Likely Significant Effects (LSE) could not be ruled out for most features; however, due to the localised and relatively minor nature of proposed works in addition to robust containment measures and specific mitigation to limit in-water disturbance, it has been concluded that the proposed activities are not likely to lead to result in Adverse Effects on Site Integrity (AESI) for any of the above designated sites. Furthermore, NatureScot confirmed via email correspondence in February 2024 that they agree that works are unlikely to result in AESI provided that appropriate good practice and mitigation measures are in place. Each scheme or maintenance activity will receive environmental assessment prior to commencement. In addition, relevant ecological surveys will be undertaken to support any assessment of impacts (for otter (*Lutra lutra*) in particular). A Site Environmental Management Plan (SEMP) will be produced for each scheme or maintenance activity which will incorporate a number of good practice and mitigation measures which will be implemented during the works.

**General Policy 10** – No invasive non-native plant species (INNS) have been recorded in proximity to the A87 Skye bridge during previous surveys. The non-native marine species Japanese wireweed (*Sargassum muticum*), leathery sea squirt (*Styela clava*), Pacific oyster (*Magallana gigas*) and have been recorded in Loch Carron within approximately 11.5km, 13.7km, and 15.5km from A87 Skye Bridge, respectively ([Marine Scotland - National Marine Plan Interactive](#)). Japanese wireweed has also been recorded on the southern and northwestern coasts of Skye ([Marine Scotland - National Marine Plan Interactive](#)). Any in-water works or use of barges or other boats have the potential to spread

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these and other marine INNS and as such, appropriate management plans will be in place during in-water works to prevent spread of marine INNS.

**General Policy 11** – Appropriate containment and other pollution prevention measures will be implemented to prevent pollution or debris from entering the water environment, specifically during activities in which a temporary platform may be required for access (such as bridge investigations). In instances where the discharge of water into the environment may be required (e.g., hydro-demolition), activity-specific consultation with SEPA will be carried out in order to identify requirements for any consents/licences under the Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended). During hydro-demolition works (if required), additional measures will be in place to fully contain the water and debris produced and prevent wastewater entering the marine environment.

**General Policy 12** – The River Basin Management Plan for the Scotland River Basin District (2021-2027) has been taken into consideration. The A87 Skye bridge spans the confluence of the Inner Sound (ID: 200491) and Loch Alsh (ID: 200352) within the scheme extent. The Inner Sound were classified by SEPA under the Water Framework Directive 2000/60/EC (WFD) in 2022 as having a ‘High’ overall status, overall ecology, physio-chemical condition, hydromorphology, and water quality. Loch Alsh was classified by SEPA under the WFD in 2022 as having a ‘Good’ overall status, overall ecology, and water quality and a ‘High’ hydromorphology. All works will be contained and appropriate containment and other pollution prevention measures will be implemented to prevent pollution or debris from entering the water environment. These measures will be outlined in the SEMP and adhered to on site.

**General Policy 13** – Some underwater noise may be generated during works that require use of boats or barges; however, any in-water works will be highly localised and minor. These activities will be assessed for potential of underwater noise once methods are confirmed, and the likely thresholds of noise will be assessed against relevant guidance. Several residential receptors are located within 300m of the bridge (the closest of which is located 35m from the structure); however, good practice measures will be incorporated into the SEMP as standard for each scheme or maintenance activity to minimise the effects of noise on nearby properties and receptors.

**General Policy 14** – The A87 Skye Bridge is situated in a semi-rural location on the A87 where vehicular traffic travelling along the carriageway is anticipated to be the dominant impact to local air quality. During activities such as hydro-demolition, measures will be in place to fully contain the water and debris produced. Bird guano will be removed by hand and double-bagged to prevent volatilisation into the air. Any cutting or breaking-out works will be effectively managed to prevent dust creation. Additional good practice measures to reduce air pollution will be detailed in the SEMP for each scheme or maintenance activity and adhered to during works.